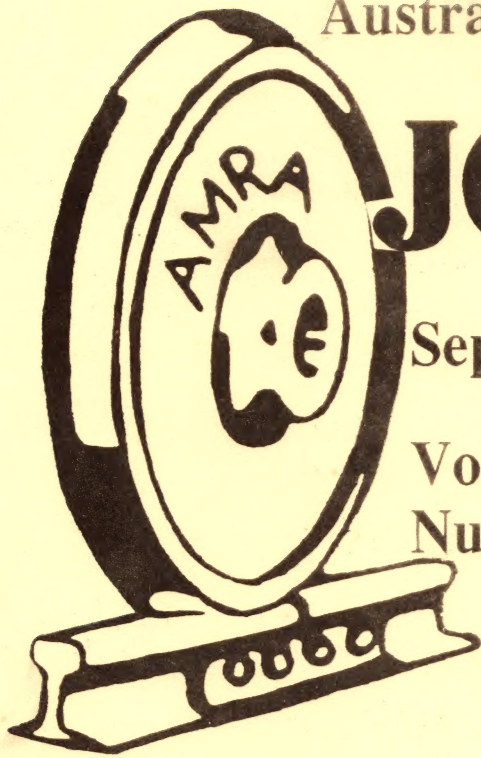


Australian Model Railway Association



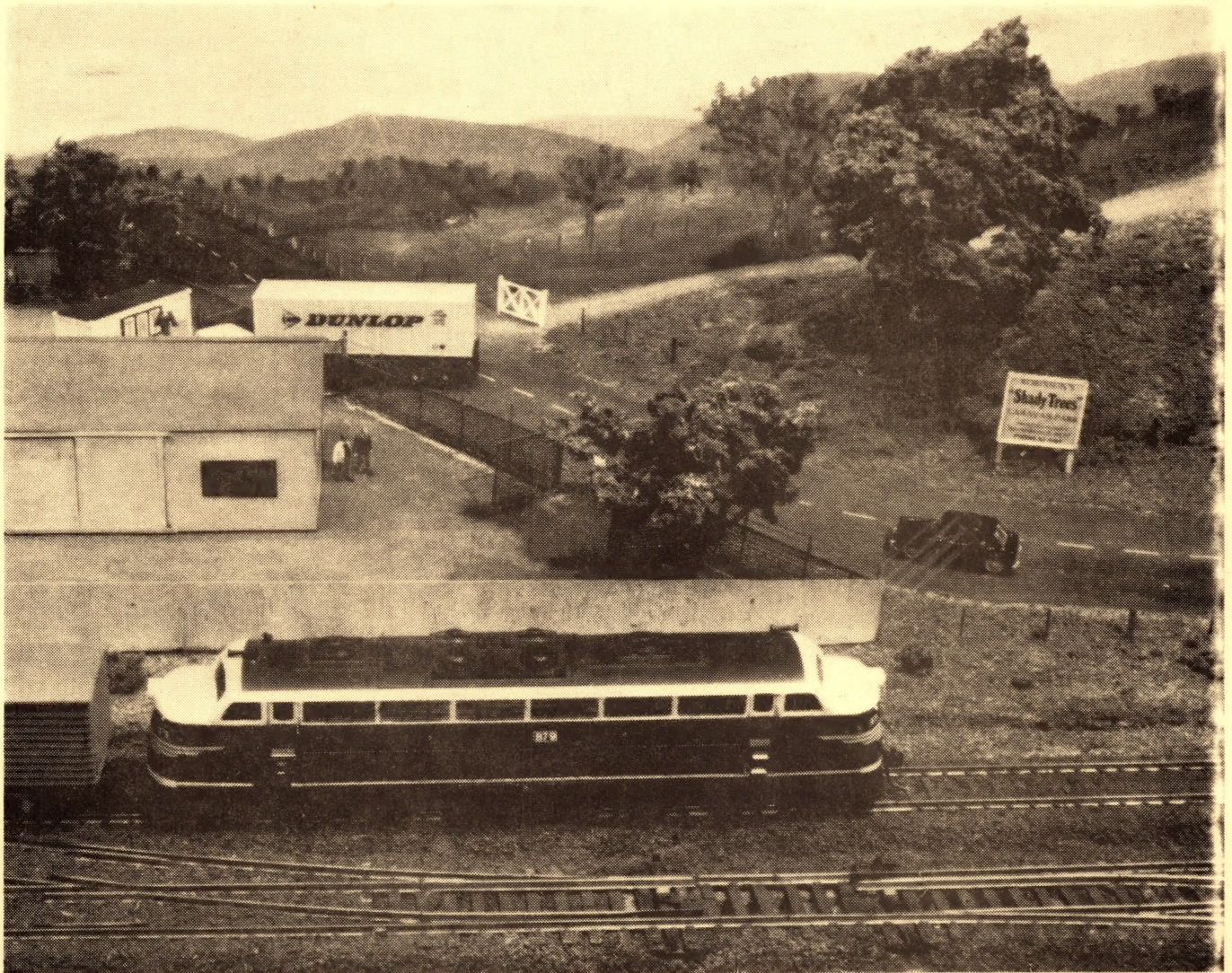
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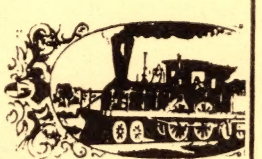
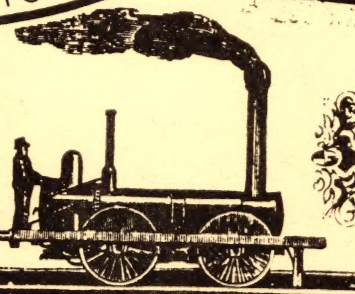


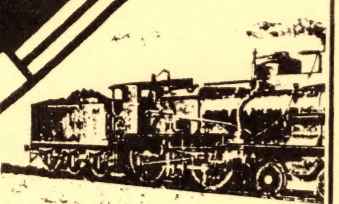

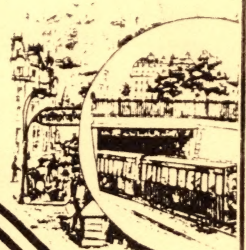
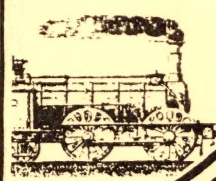

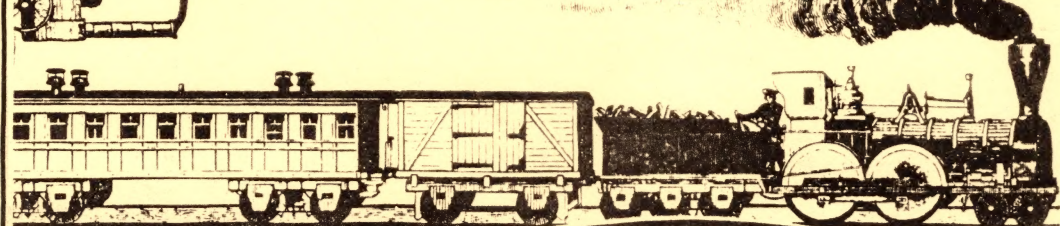


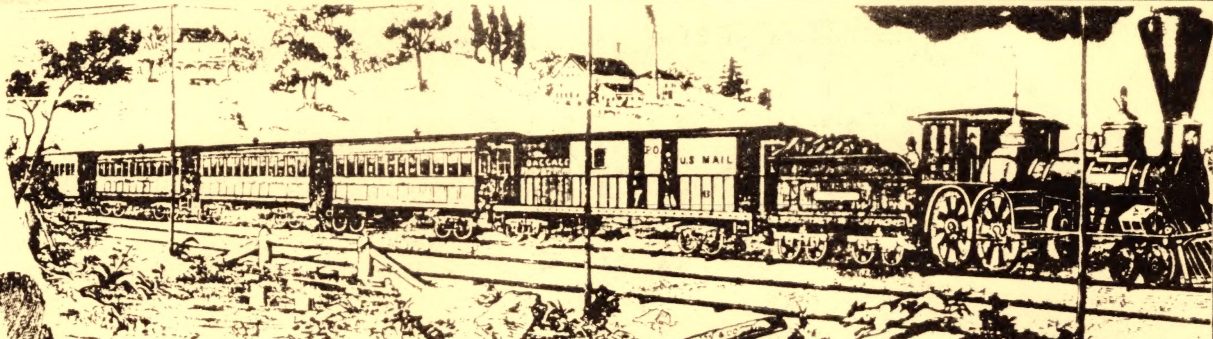
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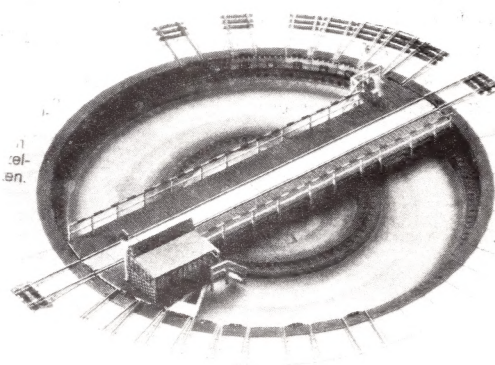
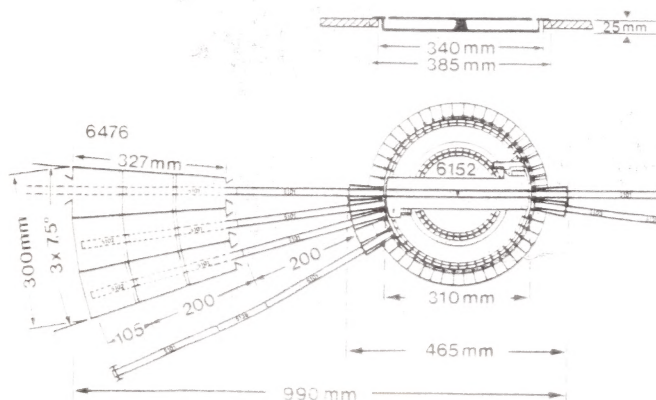
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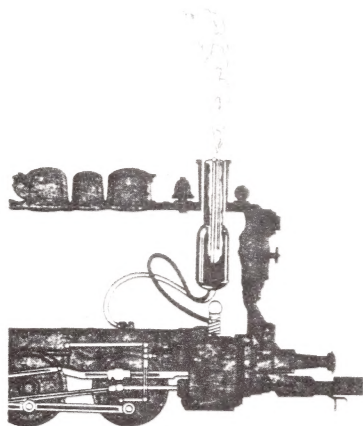


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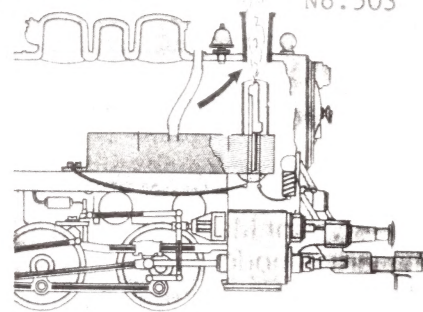
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New from the Trade

Its good to see the Kiwis exporting to good ole Oz. The latest kit from Railmaster Exports is an Sn3 1/2 Queensland Railways 1620 class. The major components are of pewter with lost wax brass superdetail parts. It can be glued together or soldered with low melt point solder.

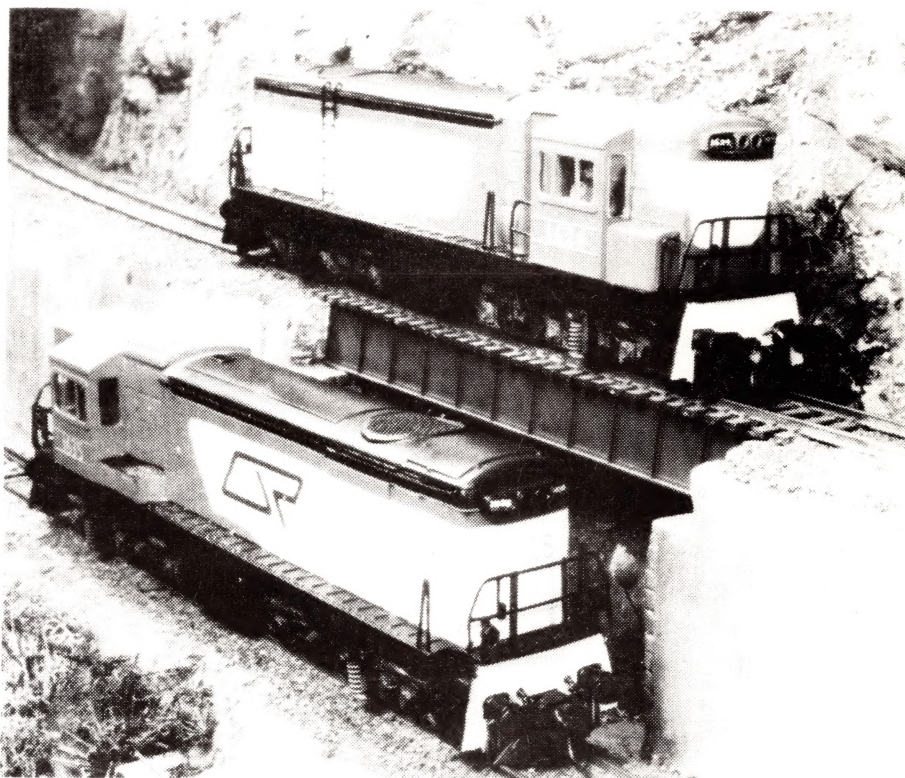
It is available as (1) a "body only" kit, retail US\$115; (2) Body plus shortened Athearn PA1 chasis (when available) US\$155; or (3) Ready to run, complete US\$275.

Later on, Railmaster will also have it with a "North Yard" Sagami powered custom chasis.

Currently, the kit is available from : K & R Trains, Shop 58 Upper Level, Kippa-ring Shopping Centre, Kippa-ring Qld 4020; Casula Hobbies Box 72 Liverpool NSW 2170; and The Buffer Stop 535 Plenty Road East Preston, Vic 3072.

Their next Queensland model is a QR 1400 class.

The photo at right shows the QR 1620 class loco's on shortened Athearn Pa1 chasis.



See the Croydon Narrow Gauge Group

On November 11th 1989 10am - 4pm

the Croydon Narrow Gauge Group

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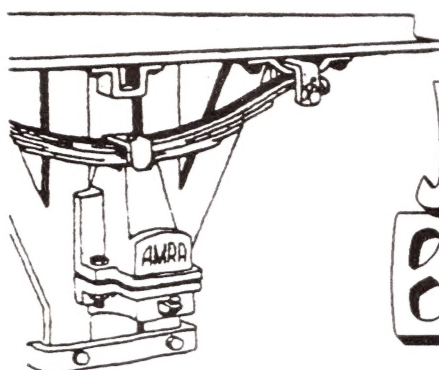
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Bric-a-brac

Home made cakes

Biscuits

and lots of fun for all



Editorial

JOURNAL
BOX . . .

Strangely enough, both in Journal and AMRM correspondents are asking for information on suppressing radio and television interference on model trains. I would like to refer them to a recent issue of Railway Modeller which included, as an insert, an excellent Peco publication, No 10 - second series, on curing T.V. interference.

The theory is still the same as it always was - try to minimise the interference at its source - the commutator of the D.C. motor, the rolling contact on the track, and the efficiency of the track joints and connections. All these boil down to the same thing - keep it clean and tight.

Also from the Railway Modeller I noted the suggestion that the efficiency of model locomotives could be improved by cleaning them and liberally lubricating with WD40. Another correspondent reported that unless the mechanisms were thoroughly cleaned, the WD40 could react with some oils and greases and thoroughly gum up the works.

By the time this is printed I should be back from a most memorable trip behind the Flying Scotsman from Melbourne to Alice Springs, using Victorian, New South Wales and South Australian rails. I should be able to report on how the Standard Gauge Scotsman was able to cope with the three different gauges of those States, and whether there was any difficulty shifting the wheels in and out to accommodate them.

Rex Little
EDITOR

On the Cover

A scene from the Victorian Branch's Modrail Layout at the 1985 Victorian Branch Exhibition.

Photo Roger Lloyd

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From the
Managing Editor

This is the first of the new look Journals typeset with the aid of a computer. I am still learning to drive the thing so I hope there will be further improvements as time goes on, particularly with the use of computer aided graphics. I would welcome ideas from anyone with graphic arts ability on how to further improve the layout of the Journal.

The equipment was paid for by Victorian Branch and the cost will be recouped by a higher charge each issue for the typesetting and printing. Against this extra charge, there will be some cost offsets in that the Journal will have less pages which lowers the printing cost and sometimes will reduce the postage by keeping the weight below the next bracket.

Bob Marsden has offered to take over the printing and he commenced training with me on the previous issue. Thanks Bob, your assistance will be greatly appreciated.

In selecting the typeface, I have opted for a semi bold type as it is easier to print with our equipment and I think easier to read. The three column layout was

around photographs and diagrams.

Incidentally, I had a close look at Rick Richardson's original drawing of the AMRA logo the other day. There has been quite a deterioration in the quality of the reproductions over the years so next issue I'm hoping to revert to a logo as close as possible to the original. There is no escaping the quality of Rick's work!

Now on to the subject of deadlines. We seem to be slipping back so I must emphasise that the editorial cutoff will remain the 15th day of the even month. In future, this deadline will be strictly adhered to. The only exception will be articles already typed and presented on computer disk where the deadline will be 10 days later, that is, the 25th of the even month. I can accept either 3 1/2 or 5 1/4 inch disks. also all articles should now be sent direct to me. I will then have the articles typed in draft form and then to Rex for the Editor's treatment.

By the way, as Rex has been away on the Flying Scotsman to Alice Springs, any articles sent direct to Rex will be held over to the next issue.

Someone made a comment about Journal and AMRM being issued at about the same time. I hope to now have Journal printed earlier in the odd month so that the publication dates don't clash. One reason for our publication dates is that it avoids postage in early December so avoiding the Christmas postal rush.

I have not been receiving many photographs lately for Journal, in particular good ones for the cover. I was forced for this issue to dig out an old photo for a rerun as an enlargement. However, a word of warning. Many of the photos I receive are not suitable for printing. Photos taken with a single flash are generally not suitable unless there is a backdrop close behind the subject. Usually, the foreground is washed out while the background disappears into darkness. Photos should not be too contrasty and lighter rather than darker tones are preferred.

A reminder from Federal that this is the last issue you will receive unless you renew your subscriptions so dig out that bright orange form from the last issue and send it straight away.

Now on to the vexed subject of censorship. This is the decision of the Federal Committee of Management. I personally don't agree with the latest edict but if you want to make comments on any matters about the Association or Journal, they must be made through your Branch or by letter to the Federal Secretary. In view of the policy, I am changing the name of Pop Valve to just plain "Letters". Pop Valve implies letting off steam, certainly not now permitted.

I hope you approve of the new look of Journal. Any further comments or suggestions are most welcome.

Roger Lloyd

Hints and Tips

Plywood, either full sheets or off-cuts, can be stacked either vertically or laid horizontally, preferably on a shelf so as to save floor space. It is a good idea to place the pieces in order of size, with, say the largest piece at the back. It is worth the time to write the size of each piece on the handiest corner, using white chalk. E.W.H.W.

Simulating Dynamic Braking: Part 3

By Ted Ward

Dynamic braking is a relatively new method of braking trains which has been introduced with later generation diesels, suburban electric trains and mainline electric locomotives. Essentially, it is a system where the traction motors of the subject vehicle are electrically switched so that instead of turning the wheels by electromotive force, the already turning wheels power the motor so that it becomes a generator and generates electricity. The resulting electricity is dissipated via on board resistors, often cooled by fans. This load caused by regeneration imparts great restraint to the wheels and thus brakes the train.

It would take an on board switch to actually convert a d.c. motor to a fully fledged regeneration device, but, if a motor in a model is turning at X revolutions per minute commensurate with the speed of the model, and the input voltage is reduced, then possibly some regeneration would occur. The flaw in this theory is that the losses, notably hysteresis or magnetic losses and friction losses would cause any regeneration voltage to be always less than any applied voltage.

So we must be content with simulating dynamic braking. Why not, we simulate just about everything else.

Simulated Dynamic braking will add another dimension to the operation of models of traction equipment, from road diesels and electric locomotives to modern

suburban or commuter traffic. It can be simulated on the control panel by activating a dummy switch marked DYNAMIC BRAKES, but not actually connected into the controller circuit. Dynamic brakes should be used consistently in heavy grade operation and in approaches to stations before activating the air brakes. Activation of air brakes will cause wear on brake blocks, wheels and other components, such as triple valves and brake cylinders, so avoidance of the use of air brakes as much as possible, together with an increasing reliance and faith in dynamic braking will mark your model railway as having the latest technology.

The use of dynamic brakes does not materially increase the total running time on trains, the energy saving of dynamic brakes far outweighs the use of power braking and substantial savings on brake blocks (and brake shoes when the brake blocks wear through), wheels and other components make the use of dynamic brakes imperative.

Pressing the dummy switch on your controller to activate the dynamic brakes while reducing applied power via the control knob will add another operation to the task of driving trains. Visually there may not be much difference to be seen in a train stopping using the newly installed dynamic brakes, but an analysis of operating expenses at the end of the financial year will show meaningful improvements in operating costs.

Styles of Bogies

by Ted Ward

Modellers are able to buy various styles and types of passenger and goods or freight bogies for whatever scale they are modelling in, and are usually reasonably happy with the choice available. The number of types available varies with the popularity of the scale being modelled in of course, and would vary from one or two styles in the less popular scales to more than that in the most popular scales. It is interesting to note that the range of bogies in use by the prototype must extend to simply hundreds of types, and a perusal of the list currently being used by just the Queensland Railways alone reveals over ninety types! Admittedly, some of the differences are pretty unobtrusive, and amount to just a difference in size and number of springs, but the differences are there, and heaven help the man who puts the wrong bogies under a vehicle.

It is perhaps not generally realised that each type of passenger carriage, sitter, sleeper, baggage, brake van etc, has a

different weight when loaded, and to maintain a consistent height of the gangways and couplings, the springs are varied between vehicles to maintain the same height when under different loads. Additionally, with the uneven distribution of weight caused by air conditioning equipment one end of a passenger car, it is common practice to make a leading end bogie and a trailing end bogie, each with different springing! Air conditioned passenger vehicles always travel in the same direction, and are turned at the end of each trip. The main reason for having a leading end of a carriage is that the electrical cables used for train power are on one side only of each carriage, and thus the carriage has to be installed in the train the right way round to facilitate inter-connecting power cables. This gives another set of train movements to be incorporated in your operating schedule if you run air conditioned stock, and to make sure that there is no cheating, why not mark a "Leading End" on each of your air conditioned vehicles?

Hints and tips

One of the easiest things to do in this hobby is nothing. Yes, nothing. Loaf along, dream a lot, read and re-read old magazines etc. etc. However, by far the most satisfying thing to do is something. Yes,

something, even anything is better than nothing, so, right now, get in there and do some modelling, or sit yourself down and write a short piece for AMRA Journal.

E.W.H.W.

Modular Layout Design

By Steve Chapman

The first thing to consider when talking about designing of modular layouts is to decide exactly what we mean by modular. For the purpose of this article I am considering a modular layout to be one which is :-

1. made up of a number of modules
2. that the design is such that the modules can be assembled in different orders to produce effectively different layouts.

Therefore a layout is not a modular layout just because the layout is built as a number of different sections which are capable of being pulled apart. To be a modular layout, the layout must be made up of a number of modules which can be assembled in a number of different arrangements.

The advantage of the modular layout approach over conventional layouts is inherent in the above definition. The various modules which make up the layout can be rearranged in various ways. Modules can be removed, moved, or added at any time. Therefore when a new layout is desired all that is required is to build a number of new modules to replace or add to the existing ones, or alternatively just the order of the modules in making up the layout may be changed. A modular layout may be easily adapted to fit the available space simply by adding or removing modules and once a single module is built (assuming that each module has a yard or something on it capable of independent operation) the builder has a layout and need never be without a layout again since modules can be built before all of the old ones are pulled apart. Also if a number of people build modular layouts to the same set of standards then the layout can be combined together whenever desired to give an even bigger modular layout.

Depending on the size of each module, the modules may themselves be broken down into sections for ease of transport. Thus when we speak of a fifteen foot module we do not imply that there is one board fifteen feet long (there may be three or four sections to make up the fifteen foot length) instead we mean that the entire fifteen foot module must be considered as a unit when determining where in the layout the module is to be put.

To be a module therefore a section (or number of sections which join together) must satisfy a number of conditions. The exact conditions that a module must satisfy depend on just how modular that the modules are intended to be. By this I mean that a layout is modular if two modules of the same size can be swapped over, it is even more modular if, in addition, one module can be pulled out, rotated through 180 degrees and put back into the layout and have the layout still able to function. For this to be the case a larger number of standards must apply to each module than would in the first instance.

The major requirement for a modular layout is one of standards. Each module within a modular layout system must be designed so as to comply with the same set of standards otherwise the various modules will be incapable of being joined together and running trains from one module to another will be impossible.

What therefore are the standards that must be applied to any modular layout design?

Standards for modular layout systems can be broken down into three groups.

1. those which are essential for the modular system to function
2. those which are desirable for the layout to look like a complete layout and not like a number of independent parts which have just been thrown together
3. those which may or may not be included depending on the requirements of the builder.

Let us consider each of these types of standards separately to determine which standards belong to each.

There are a number of standards which must be applied if a modular system is to function at all. These standards are the first things that must be specified when designing a modular system.

The first thing to consider with modular standards to decide what scale the modular system is to use. This consideration is particularly important when more than one person is going to be building modules. It becomes awkward to join modules together if one is N gauge and the other is HO. This may be obvious to everyone, but I mention this standard because a great number of the other standards are dependent on the choice made when setting this standard.

Standards are also required with regard to baseboard construction. Standard lengths must be defined if modules are to be capable of being assembled to allow for a continuous run. Standard widths ensure extra flexibility (and are essential if boards are to be reversible - ie able to be rotated through 180 degrees). Different types of module are also possible (in fact essential if a continuous run is to be achievable). In addition to straight modules, curved modules will also normally be needed. Curved modules can be classified as inside curves or outside curves depending on whether the centre of the curve lies inside or outside the layout. Inside and outside curves are equivalent if boards are reversible.

Also important with modular standards are track standards. There are a number of things to consider with track standards, some obvious, some perhaps not so obvious. Track standards are required for:-

1. number of through tracks passing across between modules
2. track centres (ie distance apart) for multiple tracks across modules
3. the angle at which the tracks cross the join between modules
4. the code of rail to be used
5. minimum main line curve radii
6. loading gauge (ie clearance above the track)
7. back to back wheel standards
8. whether the track is to go right up to the edge of the board or, if short pieces of rail are to be inserted to join the modules together, how far back from the edge that the rails ends are to be
9. the position of the track as it crosses between modules is also important if the greatest flexibility is to be achieved.

Each of the above must be specified before construction of modules can commence.

Wiring standards for track wiring are also essential in order that trains may be

driven across module joins without it being necessary to switch controllers as the train crosses the join. The track wiring system to be used can increase or decrease the flexibility of a particular modular system irrespective of other standards selected and so should be carefully designed to ensure that the desired flexibility is catered for. Intermodule connectors need to be standardised or (if non standard sockets are used on a module) converter cables to connect various connector types together will need to be available if the greatest flexibility is to be achieved.

If the standards specified above are clearly defined and adhered to an operable modular system will be achieved but modules built only to those standards will when assembled to make a layout, still look very much like what they are, a series of separate modules attached together.

Further standards are required if a blended rather than a patchwork effect is to be achieved. These standards, while not essential to make a functional modular system, are what is required to make the modules appear to be part of the same layout rather than separate layouts which just happen to be connected together at the moment.

Standards of this type are concerned with baseboard construction and scenic effects. All baseboard should be to standard widths with tracks crossing the edge of the board at the same place on each module. A scenic profile for the ends of the modules needs to be defined (and if boards are to be reversible need also to allow for matching up both ways around).

Backscene height is another item which should be standardised. Also if modules are to be capable of being viewed from either side the backscenes may also be something which should be standardised. This would then permit backscenes to be interchangeable independently of the modules. Thought can also be given to having the last inch or so of scenery as part of the backscene as well, this will assist with board reversibility.

Baseboard framing should all be of similar dimensions (there is no real point in using a ply frame two inches deep on one module and a four inch by one inch timber frame on another). This will enable board to be joined more easily and neatly and will provide a tidier appearance particularly if there is to be a curtain hung from the outside.

Perhaps hooks (or some other means) are to be provided at set intervals for hanging curtains along the outside edge of the layout to improve its appearance when at exhibitions.

The third set of standards are those which make the modular system complete, but which, if not included, do not effect the primary functioning or appearance of the layout.

These standards are mainly related to wiring for operation and do not affect the actual track wiring of the layout although some do affect the accessories wiring.

Standards of this nature include (but are not limited to) such things as :-

1. wiring of inter module communication using buzzers or track occupancy indicators

1. wiring of inter module communication using buzzers or track occupancy indicators
2. intermodule interlocking of multi-aspect signals
3. standard control panel designs
4. bell code charts for intermodule communication so that everyone is using the same codes
5. coupling standards for compatibility of rolling stock
6. type of signalling system to use.

While none of these is something which is required for the modular system to function, or even for it to look like all of the modules are part of the one layout, the inclusion of these factors in the modular standards not only makes it easier for one person to operate another persons module, but makes operation of the modular system more interesting as a whole. In fact if all of these aspects are included then the layout can be operated as a layout rather than as a group of independent modules while still having the full flexibility of modular design

So once we have defined the standards for our modular system as a whole, what is the next step?

In fact little more remains to be done. All that remains now is to design and build each individual module. In this regard each module can be considered in the same way that you would handle the design and construction of a complete layout which was not being built in a modularised way. (Assuming of course that you design your layouts and that they don't just grow by themselves.)

The first step in designing any layout is to specify the standards which are to apply. In this case some (but perhaps not all) of the required standards are specified by our chosen modular system. Further standards not specified in the modular standards may apply with respect to a particular module (and not necessarily to any others) should the builder so desire.

Any track plan desired can be chosen for the module in the same way that you would choose the track plan for a complete layout. The constraints are slightly different for a module since we perhaps have a greater number of standards specified which have to be complied with.

Construction of a module also follows normal procedures with the module standards being applied where appropriate.

So, as you can see, designing a modular layout is not really that different from properly designing a conventional layout. The flexibility of a modular layout is however much greater than with a conventional layout although standards must be applied much more strictly with a modular setup.

Consider modularising your next layout. You may never need to start again from scratch if you do.

Figure 1. Modular layout standard specifications.

Scale	:
Straight module length	:
Straight module width	:
Right angle module length	:
Number of tracks	:
Track centres	:
Angle of tracks	:
Code of rail	:
Back to back wheel standards	:
Loading gauge	:
Platform edge to track centre	:
Main line minimum radius	:
Track set back distance (from edge of board)	:
Distance back from front edge to centre of front track	:
Wiring standards	:
Type of connectors	:
Scenic profile	:
Backscene height	:
Frame dimensions	:

A Canoe Paddle for your Layout !

by Ted Ward

Railway fitters who re-assemble prototype bogies, especially passenger bogies which have higher overall standards and more elaborate springing, equalisation, shock absorbers and brake equipment than goods bogies find that all parts of each bogie have to be very tightly assembled to minimise noise and rattles which may inconvenience the passengers. Additionally, it is good and sound policy to re-assemble everything as tightly as possible so that, as parts wear in service, and looseness develops slackness and slop between the parts has not been aided by loose assembly. For example, brake linkage, rods, beams, hangers and the brake-shoes holding the brake blocks are assembled so tightly that it is impossible to move anything by hand or arm strength alone.

For this reason, a pry bar has been developed which can move stiff equipment easily. Now, a normal or traditional railway style crow bar is a massive implement, usually thicker and heavier than the relatively light implements used to dig holes or for general prying jobs which you may have seen in hardware stores etc., and it is not practical for the lighter task of moving parts which are simply done up a little bit tightly, as described above.

What some fitters use is a short wooden pry bar, of the same general shape, size and proportions as a common canoe paddle, ie about 1200mm or four feet overall, and about 50mm or two inches thick. This item is not offered commercially by ANY manufacturer and so here is a simple model YOU can include on your layout which isn't available from the hobby shop. Be the first on your street to have one.

onto main line and leaves truck A on main line in E position and backs truck B into siding. Returns and picks up A and leaves it in B position. Picks up truck B from siding, drops it in A position, then returns to E position.

Solution to the train puzzle (Journal 191 page 120)

Engine backs truck A into siding, returns to truck B and backs it up and couples it onto truck A. Pulls both trucks

Letters

The Editor,
AMRA Journal,
Dear Rex

In July Journal Ern Raddatz raised a few questions, hopefully the following will answer some of them.

Air Space.

I am building a Model of Exteter Central Station. The prototype has a 1:37 gradient down at the western end, this starts immediately at the end of the platforms. At the eastern end there is a rising gradient of 1:100.

On the model I steepened those to 1:30 and 1:90. The former drops on a wide radius curve into a tunnel where the radius is reduced to 15 inches for an arc of 45 degrees. There follows a straight of 3 feet and then a 90 degree arc of 3 feet radius curve into the lower fiddle yard (on the level).

At the eastern end there are two 90 degree curves of 3 feet radius, separated by 2 feet of straight track, running into the upper fiddle yard which is vertically above the lower fiddle yard (hence upper and lower !!!).

The upper baseboard is built on a frame of 4 x 1 inch timber (I model in 00 scale!!). There is a clearance between the underside of this and the top of the lower baseboard of 4.25 inches. This is adequate clearance for me to urge any recalcitrant locos.

The lower baseboard is supported on the cross bar of "H" trestles. The upper baseboard and upper part of the legs of the "H" are drilled to take bolts which carry the upper baseboard.

Regarding vertical transition curves, the baseboard was built for the gradient and the track bed cut from chipboard. This was screwed to the base on a level section at the top of the gradient and allowed to "sag" under its own weight. The lower end was clamped in place, packing placed under the chipboard and then all 3 items screwed together working down the gradient. I have had no running problems even with the transition from level to 1:30 gradient.

Later it is intended to remove the lower fiddle yard and build 2 loops of a spiral around the room at 1:100 to give a headroom of 18 inches under Exeter baseboard. A model of Plymouth Friary station will be built here (I may delete the "i" from the station nameboard!!).

Before embarking on this I built a gradient of 1:30 with a 180 degree 15 inch radius curve at the top. Locos and trains were tested on this. The Wren model of a West Country loco had no difficulties starting and pulling 10 coaches with pin point bearings - 5 more than prototype.

Turning to Marble Cake I have seen the following procedure for imitating black marble. The base was painted black. When dry the edge of a bird's feather was dipped in white paint and used to paint the "vein" in the marble. The final result was very convincing.

Finally connecting tram overhead. This applies to large scale tram modelling 3 inch gauge. The overhead wire is "8" section and is held in place by clamps on

HOn3'6" - 12mm or 10.5mm

With about half the overall and total mileage of all the railway line through this fair land of Australia being laid to 3'6" (1067mm) gauge, it is not surprising that 3'6" gauge has received attention from those wishing to accurately portray the railways of, in alphabetical order, the Northern Territory, Queensland, South Australia, Tasmania, Western New South Wales, around Broken Hill and Silverton. There are at least three scales which have been used resulting in Sn3'6", HOn3'6" and TTn3'6", the last using nine millimetre gauge. The gauges are also known as-n3 1/2 and sometimes -n42, referring to the size in inches. These days, following metrification, -n1067 has crept into our modellers vocabulary. Mention of HOn3'6" can be found in early issues of this Journal, and indeed, this variant of HO modelling is currently being pursued by more modellers than ever before. The subject of HOn3'6" modelling is the theme of this article, and it will be considered in some detail.

Modelling 3'6" gauge to HO scale really became possible soon after World War Two ended in 1945 when 12mm gauge trains, to the scale of 2.75mm to the foot or 1:120 first became available in the USA. HP Products were the first to produce 12mm items and other manufacturers soon followed. Known as TT, meaning perhaps Tiny Trains or even Table Top, the scale and gauge gradually grew in popularity until it gained a good but relatively modest following in the USA, Britain, Europe and Australia/NZ. It wasn't too long before its narrow gauge possibilities became obvious to those in OO, who created OOn3, and to those in HO who begot HOn3'6". The advent of Tri-ang TT3 provided to an incredulous world models of trains to 3mm scale running on a track gauge of 12mm, which were actually the equivalent of models running on a scale four gauge! This was a scale six inches off the colonial gauge of 3'6" but a whole eight and a half inches too narrow for the standard gauge it purported to represent! This may not have worried the good folk at Tri-ang, but TT3 models were swept off the market by N (for

by Ted Ward

Nemesis?) gauge.

While it has never actually been easy to follow the specialty of HOn3'6", it was easier when there was at least some items available from England, Europe and the USA. Ready-to-run was available from Tri-ang and other manufacturers, and this could be modified to suit a number of Australian prototypes. There were a host of parts available and the old Model Dockyard, of Swanston Street, Melbourne, could supply a variety of items, mostly English. From the USA came a good range of parts from a number of manufacturers, most notably the beautiful lost wax trucks from that wonderful supplier Kemtron, alas also now no longer with us.

All this has now gone, swept away by the emergence of N scale and gauge, with its undoubted advantages in space saving. Twelve millimetre gauge is no more, and is unlikely to ever rise again on the commercial field. Where does this leave the modeller who likes the size and feel of HO and who wants to model the other half of the Railways of Australia?

When one looks around the various scales and gauges being followed by modellers, and according to W.U. Bates in his article in the September-October 1983 issue of AMRA Journal, there are over eighty of them, one becomes aware of much "turning of a blind eye" to scales and their relevant gauges. In his comprehensive analysis of ess and gees, it can be seen that of the eighty one listed there, only nineteen scales are running on the absolutely correct gauge width! Of these nineteen, most can be generally disregarded as being too rare or else not too widely followed at best. The reason for this phenomena is that, in most cases, a gauge was chosen and a scale adopted. Sometimes, a scale was chosen and then, the gauge was chosen 'in round figures'. When accuracy wasn't all that important, any old logic was followed. The only significant scale found to be running on the absolutely correct gauge is HOn3,

with its 3.5mm scale and its 10.5mm gauge. Now while it may be too narrow to truly represent 3'6", so is 12mm gauge, as 3'6" in HO scale is 12.25mm!

Using HOn3 track to represent a 3'6" prototype means using a track which is 1.75mm undersize, or, of course, a scale six inches. It is put forward that OO gauge is a scale seven inches too narrow, the old TT3 was eight and a half inches too narrow and G gauge is an incredible sixteen and a half inches too narrow! Must we go on? If one is required to reconcile differences, one must consider other factors.

The first factor which complements the choice of HOn3 is the vastly wider range of equipment currently available. While this does tend to be in the narrow gauge idiom, it is at least something to work from, and of course, the available HOn3 track is eminently suitable for Aussie layouts. HO fittings are useful, and the N gauge equipment which displaced the old TT can be often regauged, legitimised and made credible.

One can become reconciled to the slightly narrowed track in certain ways. The tighter gauge must mean that an HOn3 layout look really narrow gauge when compared with a normal HO gauge layout, and the difference will be emphasised or highlighted.

The final points in favour of new narrow gauge modellers adopting HOn3 is that it will reduce the demand for the scarce remaining TT items whenever and if ever they appear on the second hand market, thus enabling those already committed to 12mm gauge to further enhance their collections. The new modeller who embraces 10.5mm gauge will be able to rapidly get a layout under way using items currently available new. Gone will be the interminable time it takes to get a layout under way and trains (plural) running. Broader will be the palette upon which one can select when one has to choose from the range of HOn3 models now available, and the eternal desperate haunting of auction sales, flea markets and 'For Sale' columns will be avoided.

Letters continued from previous page

the waist of the "8". A sliding fishplate runs on the top edge of the overhead to connect adjacent sections. This leaves the lower edge clear for sliding or wheel trolley pole pick up.

Hoping the above is of use to Ern,

Best Wishes,

Brian Frary
Vic Branch.

.....
The Editor,
AMRA Journal
Dear Rex

I read with interest the informative and well written article on common return wiring by Steve Chapman in the last issue.

However, I was a little surprised by some of the writer's opinions and the resulting wrong impressions they could give to the beginner enthusiast.

The large club layout of the Victorian Branch is powered by a single supply, split potential, one wire per block, common return system.

The power supply consists of two 6 amp transformers and a bridge rectifier. We supply a dozen transistorised controllers. This system therefore embodies all the advantages of the better known methods. At a busy operating session we could have all controllers in use at once. One could power a triple header of Athearn locos while another is driving a loco with a Portescap.

Using 12 controllers each with their own transformer would be extremely wasteful and restrictive.

Therefore I can assure you that split potential is a very current method of powering a model railway and is very workable with transistorised controllers while the independent supply system is not necessarily superior.

W.H. Secker
Victorian Branch

The Editor
AMRA Journal
Dear Rex

Jumping the gap.

In response to Ern Raddatz's query in AMRA Journal July/August '89 page 103, I have used the following method.

Slit a 3" length of 5/32 diameter brass tubing lengthwise, or use channel section. Drill a small hole in one end of each piece. On each side of the gap solder a piece of inverted half tube to overhead supports and terminate the trolley wire up through the hole at the end remote from the gap, i.e. like in a frog. When the layout is assembled the two inverted pieces must be adjusted to line up. The trolley collector shoe or wheel will then transfer from wire and run along inside the inverted half tube, cross over the gap and then retrack onto the trolley wire at the end of the other inverted half tube.

If the ends of the inverted half tube at the gap are cut diagonally, and rough

Letters continued on page 132

QR-ALJ Wagons in HO Scale

by Geoff Coleman

Here is a simple way to build fine detail models at reasonable cost and with only limited skill and tools. I like to build rolling stock in batches of four or six at a time. While the first is drying the others are being glued or painted. Separate steps can take place without times of inactivity. Here is what you will need:

* Morning Fresh or Trix dishwashing liquid container 500 ml cylindrical 63 mm in diameter.

* Evergreen styrene sheet "Clapboard Siding": No 4061 E 0.060 inch, spacing, 0.040 inch thick (walls) and "V-Groove": no 2030 D 0.030 inch spacing, 0.020 inch thick (doors).

* Camco brand - N.S.W. C.W. wagon solebars - black styrene mouldings.

* 7.5 to 8.0 mm diameter wheels, axles and brass journals.

* Silvermaz moulded styrene brakeshoes

with hangers. Etched brass are also available

* 12 inch buffers, either Silvermaz or J & M.

* Various styrene strips, .010 x .030, .010 x .020, .020 x .100 and sheets .08 inch, 0.04 inch and 0.02 inch thick.

* Copper wire/brass wire/hard drawn steel wire.

* M.E.K. styrene solvent.

* Superglue of your choice.

* Paint as in text.

Well lets not hesitate -

Step 1

is to make the basic box. Cut a floor and ceiling rectangle from .08 inch thick plain styrene sheet. Use drawing to check length and width and allow for thickness of walls

(0.040 inch). Some internal thickening or stiffening is wise as warping of styrene is common, even on short wagons such as this. Assemble and glue the box. See sketch of progress so far. Check for squareness before joints set.

Step 2

is to fit roof ridge, buffer beams, imitation wall studs and doors. The roof ridge is cut from 0.08 inch sheet to a width which will make up the gap between top of ceiling plate and underside of curved roof sheet. Now is a good time to cut up the detergent container. Use a very sharp blade or razor blade. This ensures a clean cut edge and minimizes "flared" edges. Test fit roof on ridge piece before glueing ridge into place. Do not fit or glue roof yet. Buffer beams will need coupling holes drilled and shaped before they are glued into place. Buffer holes are best located and drilled after gluing to body. The door units are best

made as a sub assembly then glued to body as a finished unit. Again this allows doors to be made while body boxes are drying. Use evergreen No 2030 D V-groove 0.03 inch X 0.02 inch thick for door pieces. Then use 0.02 inch X 0.01 inch strips as trims. Locate then glue doors, then set out and glue the wall studs using 0.03 inch X 0.01 inch strips.

Step 3

is the most critical. That is, fitting sole bars, journal assemblies and wheels. Again refer to the drawing. The box we have made so far has the underside of the floor flush with the bottom of the walls and flush with the top of the buffer beams. Q.R. coupler and buffer centreline height is 2 feet 8 inches above top of rail. Check the wheel diameter you are using. Now cut down the Camco solebar units into the journal assembly shown in sketch. The

distance from axle centre to top of this assembly is critical and must be identical for all four such journal assemblies.

At this point, if you favour some form of compensation, or 3 point bearing to enhance tracking and minimize derailment risk, you may wish to build an elaborate suspension. In a subsequent article we will discuss such systems. For now, with sufficient weight this short vehicle will track quite well with rigid journal assemblies. After trial and error fitting of wheel sets and journals we will now glue same to wagon floor. Here is where M.E.K. really offers advantages. Unless like some of us you suffer uncontrollable shakes at times like this, all you do is hold the pair of journal assemblies sandwiching the wheel set, all against the floor plate. When satisfied that they are in place touch a brushload of M.E.K. to one journal only. Wait 10 seconds. Double check that nothing has moved. Slightly relax your grip at axle ends. Now apply M.E.K. to the other journal count 5 seconds, quickly but carefully remove your grip. The glued joint will be only just fusing now and will allow careful rotation of wheelset to ensure a free rolling axle. At 10 seconds the joint will be set, so any "tweaking" to free up the axle

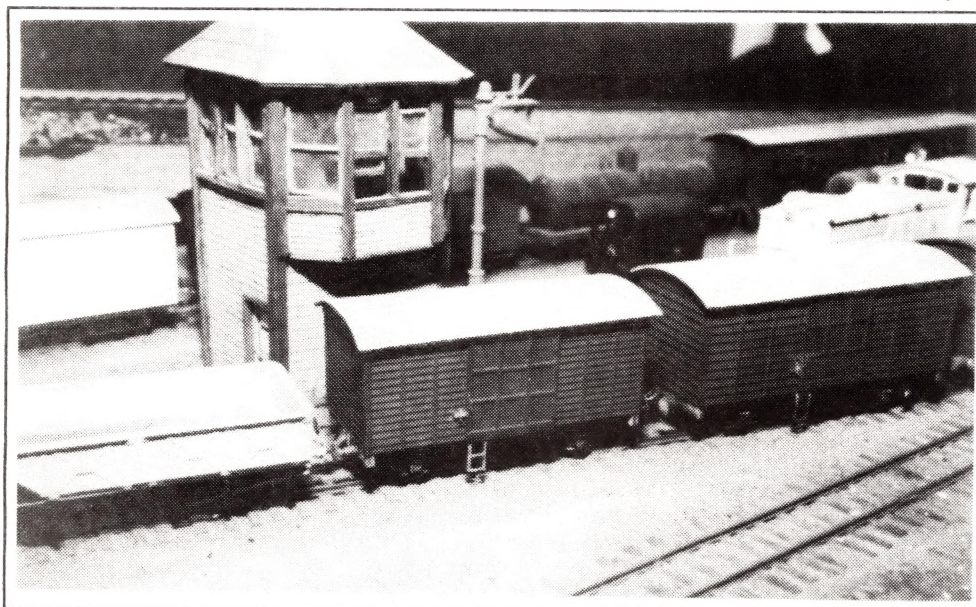
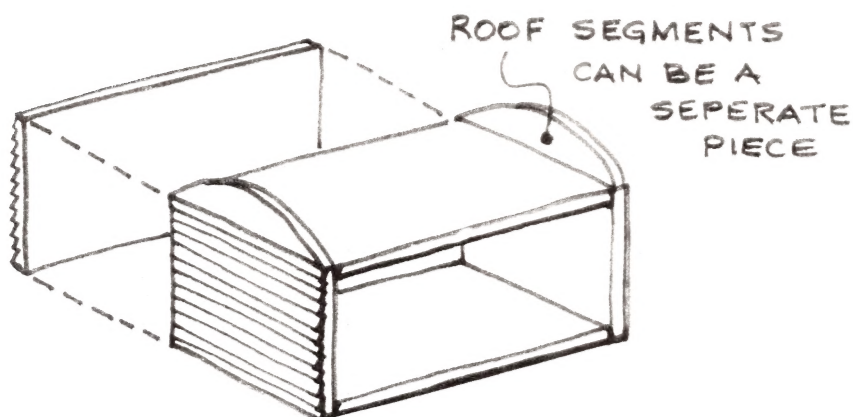


Photo 1 - The completed model in February 1989



ROOF SEGMENTS
CAN BE A
SEPERATE
PIECE

CHECK SQUARENESS
BEFORE GLUE SETS

STEP 1 BASIC BOX

must be done immediately. Refer to sketch for trouble shooting. If the curved roof had been in place, handling the wagon during wheel setting would have been more awkward. Once these joints are cured [say 24 hrs] the wheels could be removed although we can work around them from now on, so it is best they be left in place.

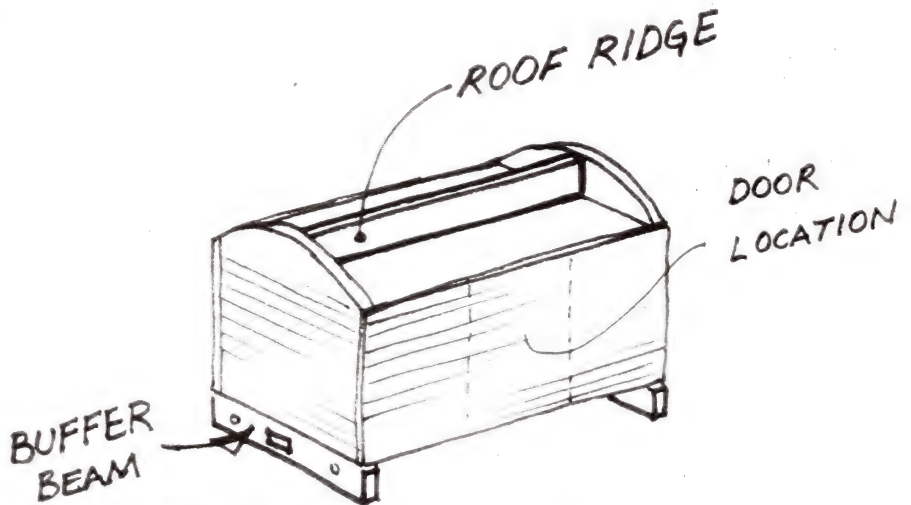
Step 4

Fittings are now applied. Fit buffers, couplers, brake shoes and hangers, brake rodding, air cylinders if required, grab irons, door latches. Most of these components are fashioned from copper wire, brass or styrene. My preference is for chain-link and hook couplers as mentioned in A.M.R.A. Journal No 186 page 108.

Step 5

Now fit and glue the curved roof. The plastic used for detergent bottles is not compatible with M.E.K. In fact most superglues are not so good either. A contact adhesive like Selleys Kwik Grip is suitable.

The model is near completion, so now is a good time to properly weight it. Lead



STEP 2 CHECK ROOF FIT

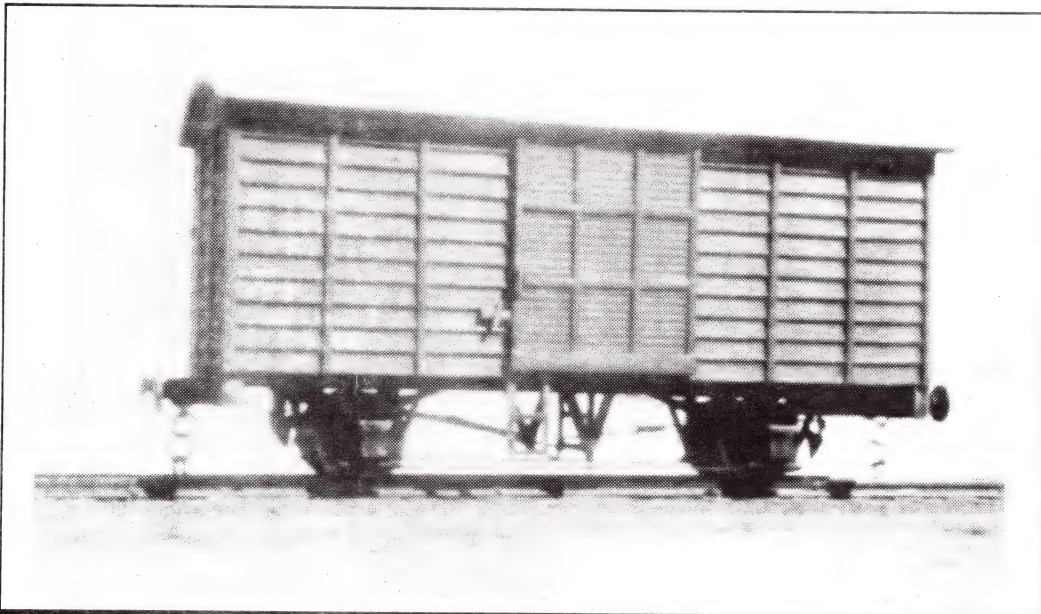


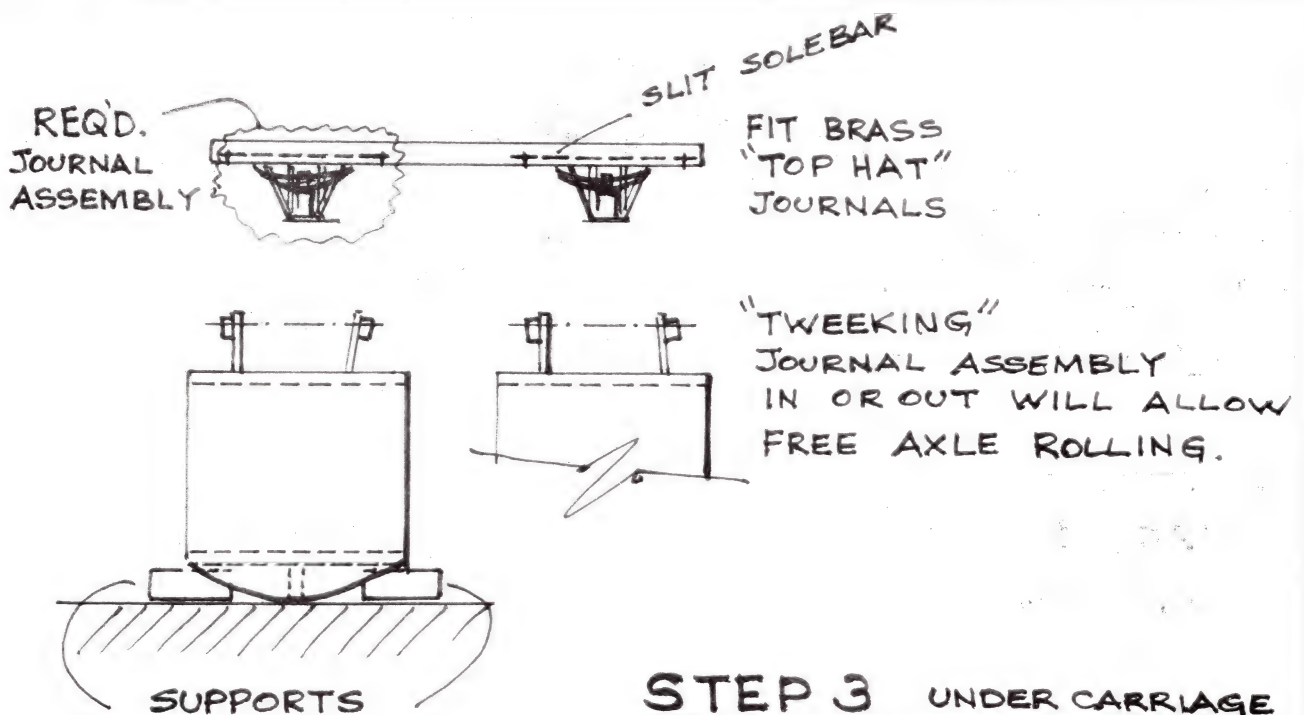
Photo 2 -note the under floor detail

"shot" 2 mm or 2.5 mm is an ideal medium for adding weights to irregular shapes with P.V.A. glue dribbled over and through it, in place. However, to ensure a low centre of gravity and ample wheel clearance, lead strips can be glued to underside of floor before fitting brake gear.

Step 6

Painting. Gently wash model in lukewarm water and detergent then rinse thoroughly then dry immediately with old lint free tea towels or paper towels.

While airbrush painting does a beautiful job, it is not mandatory. Brush painting can offer some good results.



STEP 3 UNDER CARRIAGE

ered look traits many of us prefer.

Generally I prefer Airfix or Humbrol paint. For this project I chose Floquil paint because I was able to get the colour mix I was seeking:-

Proportion by Volume-

4 parts "Tuscan"

1 part "Reefer Yellow"

2 parts "Signal Red"

This is my best colour match based on colour photographs which I have in

Sydney. Queensland modelers may have a simpler or better mixture, I would be pleased to hear from others.

The undercarriage while actually black was painted Floquil "Grimy Black" and highlighted with Humbrol "Light Grey" Matt No 64.

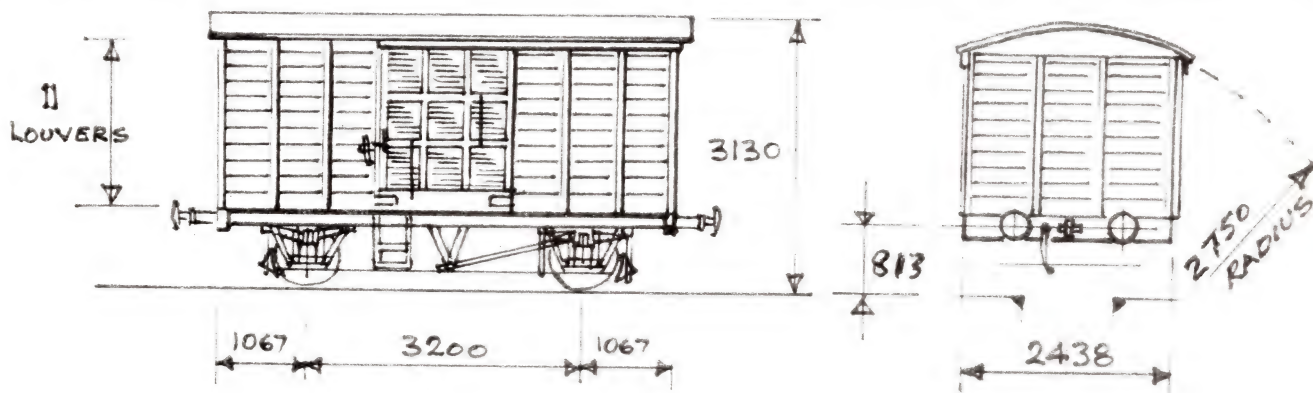
Step 7

Decals of your choice or in the most well weathered model, no decals at all just a faint wash painted or dry painted "hint"

of a logo or numbers.

Finally, just prior to placing in service I use a hand held motor tool with a disc or wheel wire brush to polish the wheel treads. This has the double function of running in the axles in the brass journals.

This basic technique works for many of us and for a wide variety of wagons. Don't delay, start today, you will enjoy doing it this way.



STEP 4 FITTINGS & FINISHING

DON'T BE INTIMIDATED BY A LACK OF DIMENSIONS. SIMPLY PROPORTION OFF COMPONENTS BY SIGHT. REVIEW OLD PHOTOGRAPHS OR AN ACTUAL WAGON.

ALJ

DRAWN
G. COLEMAN
14-6-89

Letters continued from page 129

edges removed, a pantograph will also cross the gap.

Refer RMC May 1982 P55

MR July 1975 P62

Geoff Thomson

The Editor

AMRA Journal

Dear Rex

Re your comments on the regauging of 4472, here is a photo I took at Dynon on the Friday before the engine went back to Sydney. It proves that it was regauged as the locos are all coupled together and hauling a short train of BG stock. In actual fact, the locos were all coupled together, however they were running on a section of dual gauge track from the fuel point to just beyond where the photo was taken.

Geoff Brown



Hints and Tips

After a period of time, a modeller/home handyman tends to amass an array of tins of paint of various hues and varieties such as water based and oil based etc. It is worth while keeping some sort of listing of just what is on that shelf in order to best choose the most suitable finish when another painting job comes up. Important too is the keeping of a list of the dates on which each tin was first opened so that, where possible, the oldest tin can be used first.

E.W.H.W.

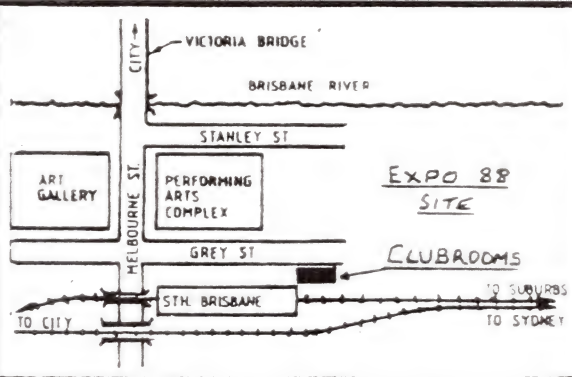
Mayonnaise, in 19 kilogram containers, is distributed to fast food outlets in disposable plastic containers. About the size of the old four gallon drums, the containers have a push-on plastic lid and a wire handle. Used by this contributor to hold bulk wire off-cuts and similar workshop oddments, the containers are especially useful if you are going away from home and wish to take with you an assortment of modelling gear such as kits in boxes and other projects. The containers travel well and are easily handled. They can often be obtained for the asking at any fast food outlet which uses mayonnaise.

E.W.H.W.

Wanted

Short hints and tips
to fill small gaps like
this!

STATE NEWS



THE GREEN BOARD

PRESIDENT'S PIECE

The Queensland Branch has lost another friend recently with the passing of Mr. Clive McTaggart whose death followed a long illness. Clive was a member of the branch way back in the early days, and I think that just about anybody who is a part of the hobby here in Brisbane knew Clive through his Austral Modelcraft hobby shop at his home in Tarragindi, a suburb of Brisbane. Vale Clive McTaggart.

In the clubrooms, activities are quite hectic, and work is continuing on the new layout. With a little bit of luck, the first lengths of track will be laid by the time you read this. I will take this opportunity once again to extend the offer to ALL members of ALL branches to pay us a visit soon. Queensland Branch members, and particularly the local element, are reminded that the clubroom is right at the old EXPO site, so come on down.

The Xavier Special School layout is coming along nicely, the track is laid, some scenery has been done and hopefully, it will be handed over to the Xavier Special School in November.

Since the last issue of Journal, we have been approached by the Queensland Railways to do ANOTHER layout, this time for display at Brisbane's 1989 Exhibition, or 'Ekka'. We took a short cut this time and brought the old QRX layout out of retirement, spruced it up a few new buildings on it and as electric overhead system. Arthur Hayes built some new rollingstock and then some iridescent paint was added in liberal quantities so that the layout literally glows in the dark. Arthur Hayes has informed us that the Railway Department is very pleased with the layout, and after the Brisbane Exhibition, the layout will be going to Toowoomba for display at the "Grain Industries Fair".

On the fourteenth of October, a working bee will 'bee' held at my place, 633 Webster Road, Chermside. Some of the exhibition equipment needs work done on it so if you don't mind doing a bit of painting, or if you are handy at hammering nails into wood (because we need some new partitions), come along. We hope to start around 10.30am and lunch will be supplied. If you do intend to come, please give me a ring on 359 1031 so that we can arrange for catering. Another date to remember in October is Thursday, the 26th. On that date, we will be holding our Annual General Meeting, as if you have

something to say, or would like to stand for one of the positions on the committee, then come along.

Bob Mawson.

A WORD PROCESSOR/ NOT YET

Branches were asked to consider the feasibility of investing in a "cheap PC....purchased for a little over \$1000," to ease, facilitate and enhance the quality of Journal. The matter was discussed at the August meeting of the Queensland Branch Committee and the suggestion was declined for several reasons, notably that such items are in excess of the quoted \$1000 in these parts, and indeed, spending over one thousand dollars would be hard to justify at this point in time. Sorry.

E.W.H.W.

1989 A.G.M. MODELLING COMPETITION.

On the 6th July 1989 the C.O.M. accepted the final proposals for the revamped modelling competition which will be held in conjunction with the annual general meeting in September. Depending on its success, these rules will be reviewed for all future competitions.

For the benefit of our new members to AMRA Queensland, I will briefly explain some of the changes from the existing competition.

In the past models for judging were placed in categories (eg Locos, Structures, etc.), but not so the entrants. All entrants, including those at the beginning stages of their modelling, and those who have been modelling for years, were all judged together. As a result, many modellers did not participate as they felt intimidated by those with advanced skills.

It has been an observation of mine that it is usually the same people entering the competition every year. This is great; but it would be nice for some of our younger or less experienced members to show up with their models as well, and be able to compete with an equal chance of taking home an award as recognition of their achievements.

To facilitate this, different skill levels have been implemented. They are: Novice, Intermediate, and Advanced. Novices are people who are at the beginning stages of modelling; Intermediates would be those who have developed their skills; and the advanced section would be for modellers who have developed to a very highly skilled level.

Two new categories have also been included: Kitbash and Model Detailing. The categories we now have are, therefore; Scratchbuilt Steam loco; Scratchbuilt Non-Steam Loco; Scratchbuilt Passenger Rolling Stock (including Guards Van); Scratchbuilt freight Rolling Stock; Scratchbuilt structures; Kitbashed Models (ie items constructed using proprietary models as a basis); Model Detailing (ie proprietary models repainted and/or super detailed).

There will be awards for the best model in each category and skill level. An Encouragement Award will be given at the President's discretion, and may be awarded to any model in any category/skill level.

So, if you have recently built, kitbashed, or detailed a model ... why not bring it along for inclusion in the next competition?

Keith Trueman.

Annual General Meeting

Notice is given that the Annual General Meeting of the Australian Model Railway Association Queensland Branch Inc. will be held at 7.30pm on Thursday 26th October 1989 at the clubrooms South Brisbane.

Business to be transacted will be:

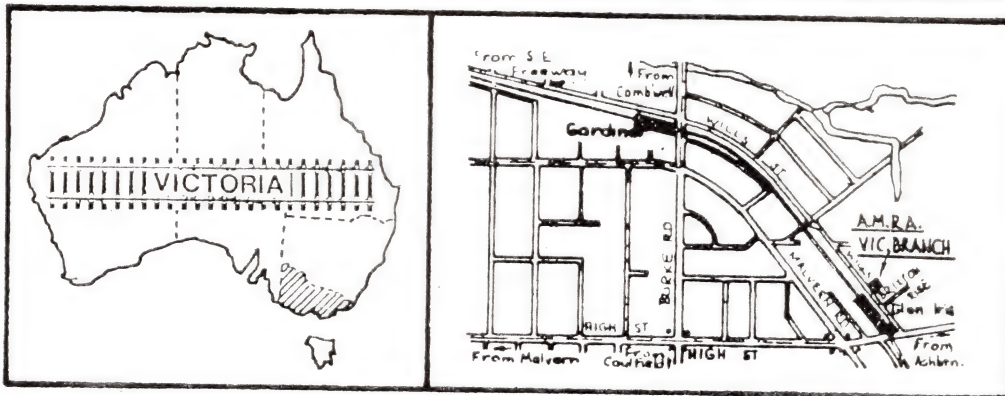
(a) The receiving of the Management Committee's report and the statement of income and expenditure, assets and liabilities and mortgages, charges and securities affecting the property of the Branch for the preceding financial year.

(b) The receiving of the auditor's report upon the books and accounts for the preceding financial year.

(c) The election of members of the Management Committee and other officers.

(d) The appointment of an auditor.

J. Christie,
Secretary.



July Meeting

George Banbery V/Line photographer, showed numerous slides taken of steam locomotive operating in India, Pakistan, Indonesia, Japan, South Africa, Turkey, Syria, Germany, U.K., Chile. Also diesel locomotives operating in Australia. The interesting thing about these selections of slides was that they were taken in all sorts of light conditions, being very much a case of giving it a go and see how it turns out.

Competition Results

Photographic - Abandoned right of way
Slide - G. Attrill - at Rushworth 85pts.
Print - H. Meyer - at Mornington 92pts.
Model - Open Standard Categories
A. Jenkinson - Scratchbuilt 20ft 77ft Bridge
Spans - 90pts
B. Race - Kit bashed NSW MH2717 Coach
75pts

August Meeting

Took the form of a slide night at which some members showed a selection of slides they had taken at various railway scenes and items.

Competition Results

Photographic - 2 1/2" to 7 1/4" Gauge
Models
Slide - G. Attrill - 0-6-0 Simplex 90pts
Print - A. Jenkinson - E class Loco 85pts
Model - Australian or other kit
B. Race - NSW NCX 81pts
Model for Display
G. Nitz - 'O' scale Climax from ALCO
A. Woods - Trees made from dried Hydrangea flowers, lichen and white glue.

Working Bee.

Held on Saturday 5th August, 1989 at which the following members participated:- J. Treseder, G. Attrill, J. Kerr, J. Davidson, O. Ely, R. Marsden, G. Stockfeld, R. Lloyd. Another working bee was held the following day on Sunday 6th August at which J. Treseder, J. Kerr, A. Wood, N. Hambly, A. Johnson, G. Thompson, R. Marsden, D. Marsden, T. Shenton, N. Blake and G. Jones were in attendance. These were successful in that a number of different members, especially newer members, participated.

Further working bees will be held on Saturday 11th November 1989 (all day) and Sunday 12th November 1989 (morning) at which it is planned to finish painting the roof as well as continue internal painting.

Timetable Operations.

Held on Sunday 2nd July, 1989 at which 18 members participated. Stock was supplied by P. England, A. McKenna, M. Martin, G. Stockfeld, being UK prototype.

An Australian prototype day was held on Sunday 6th August 1989 for which

rolling stock was provided by P. McKenna, J. McClure, AMRA Victorian Branch, R. Lloyd and A. Johnson.

Donation.

Mrs Iris Brailey of Cheltenham has donated to the Branch an "S" gauge American Flyer loco and track. This will be added to the Branch's historical collection.

Observation run.

This event will be held on Sunday 15th October 1989. Destination and route unknown!

Leisure and Recreation Show.

The Branch participated in the show at Melbourne Showgrounds on Thursday 29, Friday 30 June and Saturday 1 and Sunday 2 July 1989. Thanks to those members who assisted in setting up, operating and dismantling Kyneton layout which was on display.

Corio Exhibition.

The Branch has agreed to exhibit Kyneton at this exhibition over the Australia Day weekend in January 1990. Members are required to assist to setting up, operating and packing up.

Kyneton layout.

Construction of buildings and other scenery work is required to be done on this layout. Also construction of the rear marshalling yard for this layout needs to be completed prior to Camberwell in March 1990, so that Modrail section which is presently used in conjunction with Kyneton can be released to allow the complete Modrail to again be exhibited at Camberwell.

It is hoped to have the marshalling yard section of Kyneton ready for Corio. The base frames have been completed by Jack Treseder and Bob Dunne while Roger Lloyd has completed the pointwork, all 21 of them!

Country exhibitions.

It has been agreed by the Branch that we exhibit in the country once every calendar year commencing with Corio in 1990. This will depend on having a number of members who are willing to assist. Therefore, the C.O.M. would like to hear from members who would be willing to participate; it is not necessary for any individual member to participate every year. The aim of this move is to foster better relations with the country clubs and to gain benefits from friendships formed with members of the hosting exhibitors.

Association of Victorian Model Railway Clubs.

A meeting at the clubrooms at Glen Iris on the 27th July 1989 decided to set up an association with a view to organise

conventions to be held in the metropolitan and/or country areas of Victoria. A further meeting is to be held at the Clubrooms at Glen Iris on Sunday 8th October 1989 at 1pm. At present, Roger Lloyd and Jack Treseder are involved in setting up this Association.

Victorian Branch jackets and tee-shirts.

Orders to Stuart Westerman on 15th October 1989- Jackets \$31 Tee-shirts \$22.

Logbooks.

A logbook for noting faults, damage etc to buildings and property and another for layout faults are now available. Please record any faults etc together with the date and your name to enable action to be taken to repair such as soon as possible.

Programme.

October

Sun 1st Timetable operation- UK prototype 1.30pm-5pm

Mon 2nd Weekday w/bee and operation- your own equipment- 9.30am-3.30pm

Thu 12th Social Meeting 8pm Videos - Model Open standard categories Photo - Station building.

Sun 15th Observation run - 10am from clubroom - b.y.o. barbecue.

Mon 16th weekday w/bee and operation - your equipment - 9.30am-3.30pm

Sun 29th Running day - your own equipment - 1.30pm-5pm

November

Sun 5th Timetable operation - Australian prototype - 1.30pm-5pm

Mon 6th Weekday w/bee and operation - your equipment - 9.30am-3.30pm

Thu 9th Social meeting 8pm - locomotive hauling competition - Model - Australian or other kit - Photo - Model signal box.

Sat 11th Working bee - 9am-3pm

Sun 12th Working bee - 8.30am-12noon.

Mon 13th Weekday w/bee and operation - your equipment - 9.30am-3.30pm

Sun 26th Running day - your equipment - 1.30pm-5pm.

December

Sun 3rd Timetable operation - USA prototype - 1.30pm-5pm

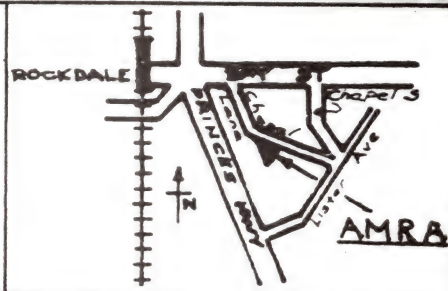
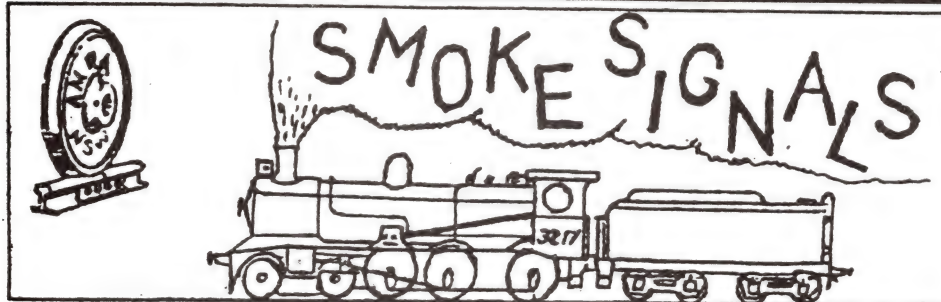
Mon 4th Weekday w/bee and operation - your equipment - 9.30am-3.30pm.

Thu 14th Social meeting - 8pm Christmas bring a plate. Model - open standards categories Photo - museum exhibit.

Mon 18th Weekday w/bee and operation - your equipment - 9.30am-3.30pm.

Sun 31st Running day - your equipment - 1.30pm-5pm

Bob Marsden.



Exhibition Report

By the time that you read this the October long weekend along with our Annual Exhibition at the E.G. Whitlam Recreation Centre will be very close.

As this is being written arrangements are well underway. This year there will be a total of sixty eight stands of which forty one will be non commercial.

Even though the number of stands this year is an increase on last year there will be room for wider passageways as the majority of the layouts have been arranged to form two large blocks down through the middle of the hall with three passageways running the length of the hall. Each of these passageways will be at least as wide as the widest that we had at last year's exhibition.

As mentioned in the last Journal there will be a live steam exhibit operating outside the hall. This will be run by the Sydney Society of Model Engineers.

Remember that opening times this year are from 9am until 6pm on Saturday 30th September and Sunday 1st October and 9am until 5pm on Monday 2nd October. Setting up will be on Friday 29th September between 10am and 10pm.

Please come along and support your exhibition and help to make it a success.

Thankyou to Bob Wardrop who has put in a great deal of effort as Exhibition Chairman.

Annual Dinner

The Annual Dinner of the New South Wales Branch was held in the clubrooms on Saturday 5th August. The dinner was a great success with fifty eight people attending.

The guest speaker for the evening was Captain Ron Hart who has spent the last thirty three years working on the Manly Ferries (most of the time as Captain). He is also President of the World Ship Society. The slides that he showed us were very interesting with three different groups of slides along with appropriate commentary from the Captain being shown. Slides shown included many views of the old ferries including some very early ones, quite a few views of the current fleet, and some shots which were taken some very rough weather.

The dinner consisted of three courses - soup, spit roast with salad, and a choice of fruit salad, cheese cake, or pavlova for desert. All this for \$11.50, a bargain indeed.

Thanks must go to Ed Hogan who with some assistance from Norm Read organised the dinner. Also to the ladies auxiliaries especially Val and June. Thanks also to Moira Thompson who provided the soup.

After the dinner our President used such terms as "Joy of Heaven", "Sumptu-

ous soup", and "Delightful Morsels". He obviously enjoyed the dinner and I am sure that the rest of those attending felt the same way. I know that I did.

O Gauge and HO Gauge report.

There has been very little done on either of those two layouts recently. Those mainly responsible for working on these two layouts have been very busy repairing the damage done during the recent break-in. Fortunately the damage has now been repaired.

While repairing the damage an opportunity to carry out some much needed maintenance presented itself. This opportunity did not get overlooked and the clubrooms now look much better for the effort that was put in. Thankyou to those responsible.

There has been some work on the O gauge even while the repairs were taking place. New Platform lamps have recently been added and apparently new platforms are about to be fitted at one of the stations.

The HO has also seen some further development. Dare I say that scenic work is progressing?

Programme

October

1 Sun Exhibition - E.G. Whitlam Hall Liverpool

2 Mon Exhibition

7 Sat Layout operation and Exhibition discussion.

13 Fri Mystery night- come and find out

21 Sat Weathering and decalling - live and video

27 Fri Layout operation

November

4 Sat Open Day

10 Fri Federal AGM and layout operation

11 Sat Joint meeting - AMRA and SCRMA

18 Sat Auction - sell some goodies, buy some goodies

24 Fri Layout Operation

Notes on the Programme.

Open Day - Saturday 4th November
Members of other Clubs, Associations, or lone modellers are invited to come along and join us for layout operation, gabfest etc.

Joint Meeting - AMRA/SCRMA - Saturday 11th November A joint scenic clinic with SCRMA will be held at Epping Creative Centre, Dence Park, Stanley Road, Epping (behind Adones Restaurant) starting at 2pm. The hall will be open from 1pm.

Auction - Saturday 18th November
Clean out your unwanted equipment before Christmas and come along to buy your layout a new christmas present, goods

for sale can be booked in by 2pm.

Meetings

Meetings at Clubrooms, Chapel Lane, Rockdale, are held on -
1st and 3rd Saturdays and 2nd and 4th Fridays.

Unless otherwise specified, meeting times are as follows:

Fridays 7.30 - 11pm

Saturdays 2 - 5.30pm

All correspondence regarding NSW Branch matters should be addressed as follows:

The Secretary

AMRA NSW Branch

PO Box 194

Rockdale NSW 2216

Steve Chapman

Branch Reporter.

AN N SCALE LAYOUT REPORT IN ONE BREATH

Politically minded as the N scale team is, we thought we'd use the recent Branch Annual Dinner as an opportunity to fool the rest of the members into thinking something was happening on Monday nights, so, a few weeks before the Dinner, we got to and completed the framework for the backdrop around the peninsula, cut the masonite pieces to size and scraped the blackboard paint off, soaked the masonite with water and clamped into position on the frame, glued it on the next week, painted it with undercoat, dragged Val Bennett in kicking and screaming, to paint on the rest of the sky panorama in oils, and we proudly stood back from the layout and realised we'd been busy anyway and that the illusion of work wasn't an illusion after all!

Glen Watson

Modelling Competition Report

DEAR MEMBERS AND NON MEMBERS STOP

URGENT MESSAGE TO REMEMBER TO BRING YOUR MODELS TO THE OPEN YES OPEN MODELLING COMPETITION AT THE OCTOBER EXHIBITION STOP

PLEASE REFER TO PREVIOUS ISSUE OF SMOKE SIGNALS FOR RULES AND CONDITIONS STOP

REMEMBER YOUR MODEL COULD WIN A PRIZE IN ANY OF NINE CATEGORIES AND ASTOUND THE PUBLIC WITH YOUR AND EFFORT PROUDLY DISPLAYED STOP

HELP MAKE THE COMPETITION A GOOD ONE AS TELEGRAMS ARE EXPENSIVE STOP

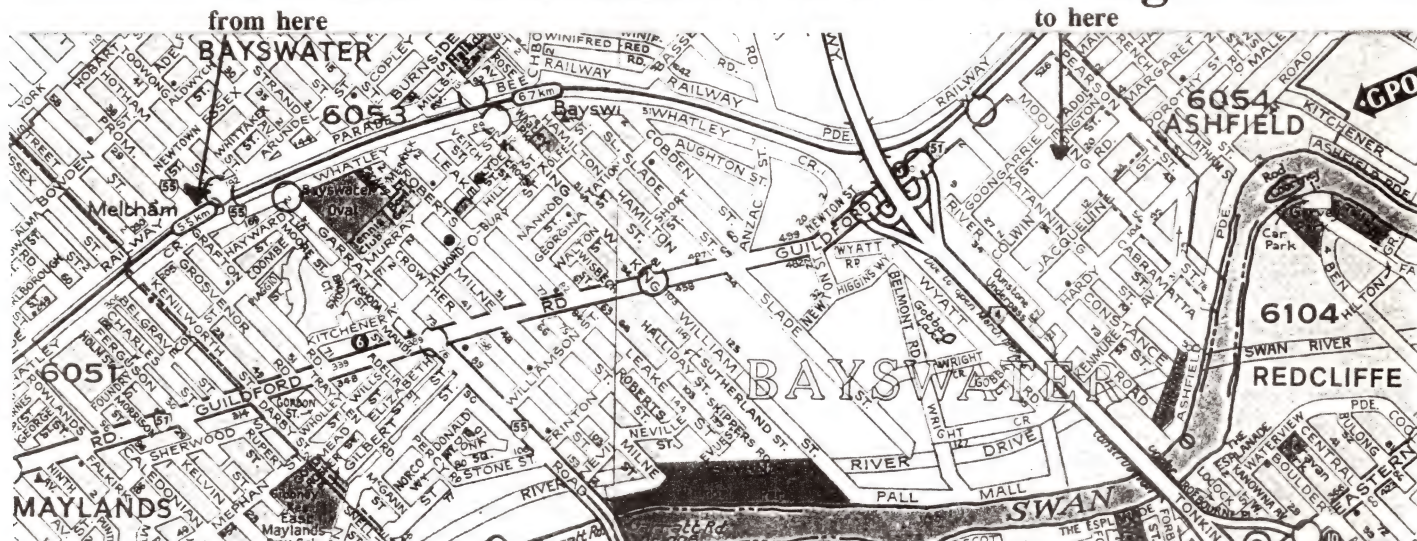
SIGNED GLENN WATSON COMPETITION ORGANISER STOP

Western Australia

Extracts from "The Branchline"

Note- References to Editor refer to Alan Porter, Editor of The Branchline

Western Australia Branch is Moving



With the completion of their new Clubrooms looming ever closer, Westrail has agreed to terminate the present lease on Meltham Station buildings on 30 September 1989. This date will see the official final vacating of their home for the past 13 years and the move into their custom-built premises on Moojebing Reserve Bayswater (UBD map 13 K4).

ModelRail '89 and Railway Modelling Competition

ModelRail '89 and the Railway Modelling Competition will be held as a combined event over the weekend of Saturday 28th October and Sunday 29th October. In the expectation that the Branch's new Clubrooms at Moojebing Reserve, Bayswater will be completed and capable of being occupied, the combined event will be held there rather than, as has been the practice, at the Alma Venville Recreation Centre Function Room in Maylands.

The new A.M.R.A. Clubrooms are in Moojebing Street, which runs off Guildford Road, just about 50 metres east of the traffic lights at Hills Telefix and opposite Cresco Fertilizers' works in Bayswater at the beginning (or the end!) of the 'mad mile'. Access can also be gained off Guildford Road by turning into Katanning Street (Solo service station on the corner) just west of those traffic lights and then turn left into Goongarrie Street or Colwyn Road to get across to Moojebing Street. The Tonkin Highway, either from the north or the south, gives excellent access to Guildford Road quite close to the traffic lights mentioned.

The RAILWAY MODELLING COMPETITION is open to ALL MODELLERS, whether they be members of A.M.R.A. or not. Entry forms for the Competition will shortly be available from the main hobby shops, from the Secretaries of other model railway clubs and by application to the Competition Manager, A.M.R.A. W.A. Branch Inc., P.O. Box 60, Maylands, W.A., 6051. There will be an entry fee of \$2.00 per person entering the competition, regardless of how many models he/she enters. The fee should accompany the entry form/s when returning to the Competition Manager.

The competition will be judged in the following categories - Locomotive, Rolling stock, Structures. Under each category will be - Scratch built, Kit built/modified and ready to use modified.

Trophies will be presented in all the above categories. There will also be a special trophy, "The Aussie Gully Cup", for the best model overall. There will in addition be a trophy for the best model overall, of a Western Australian prototype and one for the best model by a junior modeller under 16 years of age.

Entries will be required to be delivered to the venue, the new AMRA Clubrooms between 10am and 11am Saturday 28th October. The presentation of trophies take place at 4pm on Sunday 29th October, during ModelRail '89, which is to be at the same venue as the competition. Free passes to ModelRail '89 will be made available to the railway modelling competition entrants and their families.

Details of the judging system being used are available for the guidance of modellers. These plus the rules for the competition are available as part of the entry form which can be obtained from the sources mentioned above.

MODELRAIL '89 will take the form of a mini expo much in the format of past years. The setting up will take place between 8am and 10am, it will open to the public between 10am and 5pm and the 'take-down (to the extent needed) will take place after 5pm. We will need some assistance on the day with the setting up of the room and with the manning of the AMRA operations area. If you can assist in these, let me know as soon as possible. I will be contacting those exhibitors and demonstrators who are being invited to participate in mounting displays.

The object of ModelRail '89 is to show interested modellers who are part way down the road of railway modelling, some

of the more sophisticated and specialist equipment which is available and have demonstrators who are able to talk about the equipment and to demonstrate the techniques and tools used all in a relaxed atmosphere.

Ted

New Clubrooms

Elsewhere in this issue you will find Barry Keens' report on the progress of the construction of the new clubrooms. By the time that you read this, the building will possibly be usable and many of our assets will have been transferred from Meltham. To enable all the fitting out and preparation work to be completed in time for our planned formal moving out of Meltham on 30th September, every Saturday in September is being programmed to Moojebing work days. Depending on the availability of electric power to the new building, the general club activity evenings programme for the 18th and 27th September may also be dedicated to the same cause. The blackboard at Meltham will give details of these uncertainties in advance but if you are unable to visit Meltham but want to assist at Moojebing, a phone call to Barry Keens (276 1648 after hours) will give you the latest schedule.

Ted

Layouts Report

With our new clubrooms now a visual reality, much consideration is being given by the Management Committee to providing a mutually acceptable layout area. It is necessary for the members to provide an input to the Management Committee so that their desires, wishes and pipedreams for this area may be realised. So, please put your ideas on paper as to what your

thoughts are for this area, bearing in mind that we must cater for the future of all scales, of all rail machines, and possibly include building areas for exhibitions and general workshop areas. As "Bracket Creep" has used up most of our finances, this is a long term project so there is time to think about it. But don't leave it too late!

Present Layouts.

"Haltwhistle" will survive basically in its present form but as an extended "L" shape, with a long graceful curve joining the two sections. The fiddle yard will become permanently operational and the present junction under the branch will be reworked.

It is thought that this layout could be "Australianised" with very little effort, but again, your input is welcome. (GWR fans will have running rights and consideration will be given to lesser companies - a great way around the problem!).

The 'N' scale 'Colorado and Pacific Railroad' mountain section has been a continual problem with track alignments. The lesson learnt here has been that if you wish to have different levels crossing baseboard joints, then the abutting sections must be made in a continuous cross section using at least 12mm sealed marine ply and steel track should be avoided. If there is sufficient interest, the baseboard can be re-used for a new N scale layout, possibly something smaller adaptable for shopping centre display. The station section/fiddle yard has had no such problems and is capable of re-use in its present form.

As we will eventually have various scale layouts working in the same area in the new clubrooms, discipline and tolerance will need to be practiced in our relationships with each other, particularly in the early stages with facilities such as tools in limited supply.

I look forward to friendly rivalry and a great future for the Branch.

Roger Solly

Layout Manager.

MANAGEMENT COMMITTEE "PORTFOLIOS"

At the July meeting of the Management Committee, there was a discussion on the allocation of the 'portfolios' (or areas of responsibility) among the committee members. The final agreement was as follows:-

Ted Thoday	-Outside promotions and publicity
Simon Mead	-Adviser on layouts
Bob Nelson	-Sales officer
Alan Porter	-Editor & Publisher of 'THE BRANCHLINE'
	-Focal point for W.A. contributions to Journal
	-Deputy/Assistant to John Martin in house and Properties Management.
Jim Hidden	- absent from meeting
Barry Keens	-New Clubrooms project Manager (to completion of project and hand over to House Manager
	-Librarian
John Martin	-House Manager
	-Properties Officer
Garry Pilmoor	-Duty Librarian
Roger Solly	-Layouts Manager

No decision has yet been made on the

post of Exhibition Manager for 1990.

Dennis Ling will continue as Programme Manager, with Barry Keens assisting and being the accountable Committee Member.

New Clubrooms Project Report.

The new clubrooms are progressing again as we have now received the first instalment (75%) of our Capital Grant from the Department for Sport and Recreation and, of course, we also have the proceeds from the Model Railway Exhibition available, although our worthy Treasurer tells me that it's not All available to me to finish the building off with gold plated taps etc.!

The roof is on, the external doors are hung and the electricians and plumbers should be well on the way to completing their work by the time that you read this. Many thanks to Tony Gray (of Balcatta) for his expertise in hanging the doors - he was the lucky member who enabled us to lock up.

We have had three work days at the site in June and July and the attendance gets better each time. Thank you to all those who have turned up and got stuck into essential jobs, not easy nor particularly pleasant jobs in some cases but which would have been expensive to use contractors.

All scheduled Saturday meeting in September will be held at Moojebing Street and there is also the possibility that the unscheduled Saturdays will also be worked there. Look at the Notice Board at Meltham to get the up to date picture on working days at Moojebing Street

If all goes according to plan, we shall have moved in completely to the new clubrooms by the end of September. Equipment will be moved progressively from Meltham to Moojebing Street during September and it is hoped that the moving will have been completed by 30th September and that there can be some sort of final Wake and a ceremonial Door Opening at Meltham and Moojebing Street respectively on that day. We will need the approval of various authorities before we can actually occupy the new building but I have kept in contact with all these people and hope that we will have no problems in this respect.

Contracted work to be completed consists of plumbing, electrical, some additional brick work and granolithic work.

Members' work consists of brick cleaning, floor sealing, carpet laying, tiling, timber work, ceiling, cabinet fitting, slab laying, painting and landscaping. The library will need refitting, stores moved from Meltham and a few other things to make the building our home. The security system will have to be installed and perhaps a barbecue built!

You can see that we still have a lot of work to do but we are really on our way in. Once again, thanks to all those who have helped (don't stop now!) and an appeal to other to put in their effort towards their building. "Someone else" cannot do all the work!

I hope this will be my penultimate report and I will be able to hand the building over and enjoy our new facilities after the next report.

Barry Keens
Project Manager.

Membership Matters (1)

We welcome David & Anselma Port to A.M.R.A. and the Western Australian Branch, in particular. We hope that their involvement with the branch will be fulfilling for them.

As can be seen in the "Library Notes" in this issue David has already been contributing to the branch by way of a donation to the Library's stock of reading and reference material. He has also been observed in active service at Moojebing as a brick cleaner and a roofing carpenter! an example to many of our older members!

We're still waiting for the overtures of the several other persons who have recently shown an interest in joining A.M.R.A. as a result of the Model Railway Exhibition.

Library Notes

By the time that you read this, there is a very good possibility that the library will be closed and preparations being made to move all the books and magazines to the new clubrooms in Moojebing Street.

Books can be returned but no browsing or loans from the library will be possible when this stage is reached. Sales of surplus magazines can however be arranged as we need the money!

We have received donations in the past few weeks from Malcolm Thompson, David Port and Mick Horn. Thank you all very much. If you are a model engineer, like the Deltics or just to read 'Great Steam Trains', you too can thank them as well..although the latter is already out on loan. These donations did duplicate some issues of 'Model Engineer' already held and these are available for purchase at 50c per copy. To make life easier for prospective buyers, these are currently in number order, so if you look through them, please keep them in the same order. Most of the other magazines we have for sale are also sorted out chronologically, so the same request applies there also.

We are still behind on cataloguing but with Garry Pilmoor offering his services as Deputy Librarian and with other helpers contributing some effort, this situation should soon be rectified.

Gus Durham, Dennis Ling and Harry Vosper have been busy making magazine storage boxes. However we do still need a lot more for our new magazines as well as some to replace damaged boxes. Please bring your own sharp knife if you want to join in. (Since I started to write this Gus Durham has spent a week in hospital. He is now recovering I am pleased to say, and needing some occupational therapy, he suggested that making more boxes would achieve this, so he has redesigned the storage box and made them much stronger. A speedy recovery to full health, Gus but keep up the good with the therapy, as these boxes are great!)

Now, for my moan. In February I asked all browsers to put books and magazines back in their proper places on the shelves. There are two good reasons for this:-

1. Other people may want to look at or borrow a book or magazine by its number or classification.

2. The library staff don't want to waste their time sorting books into order every few weeks or have to search for a particular book requested by a member.

So if you don't understand the alpha/numeric system, ask the library staff who

will explain it. If you can't count or don't know the alphabet, you should learn because many of our books have more than just pictures in them! End of moan.

The Library is well used by many members and we hope to continue to upgrade our facilities when we move. We shall have more room available and although some of the additional space will be taken up with additional shelves, there will definitely be more sitting room available. Anyone who has a spare table (it doesn't have to be polished jarrah!) and chairs that they think they would like to donate to the library and which would be suitable for use, please tell me.

Happy reading.

Barry Keens.
Librarian

HOW I GOT STARTED IN MODEL RAILWAYS

by George Bristow

As a lad growing up in Melbourne, I did have an interest in the trains I saw and rode in every day. Then came girls, soldiering, moving to W.A., marriage and finally a job with the W.A. Government Railways. My wife having noticed how much I used my son's Robilt 'Spirit of Progress' set gave me a gauge 'O' live steam loco. This was in the late 50s and by then I had graduated to being a WAGR guard.

Our railway house at Wyalkatchem had big verandahs, where I set up a track on trestles using a combination of Hornby 'O' gauge rails and some 3/8" soft iron strips on edge set in sleepers and chairs to suit. Rolling stock was two Robilt bogie Spirit of Progress coaches and four Hornby goods wagons.

Now my wife must have wondered about the pull of railways (Ha, Ha), as I would come home from running 12" to the foot trains, put down the tucker-box, give her a kiss and go out on the verandah to play with the little trains. 'Play' is the right word, as that live steam loco was something to behold - it was very powerful at the draw-bar but I could not slow it down sufficiently and it would fly off at the curves, even though they were banked like a speedway (!) and I was always worried that the safety valve would not work.

Interest waned due to no contact with kindred spirits in the country. I had never heard of 'OO' electric even. So, I resigned from the WAGR and moved to Cunderdin, where I met a friend who had a 'OO' scale electric layout with a Rivarossi 'Little Joe' 0-4-0T loco (which goes to prove it was really 'HO' scale! There is a difference, you know Ed.). How those flashing side rods fascinated me and it did run beautifully.

My friend had bundles of model railway magazines, which I read with enthusiasm. He also had the electrical know-how so I had to quit the 'O' gauge toys and did so in fact at Stanbridges Hobby Shop. I traded the lot for one second-hand Tri-ang 'Jinty' locomotive (I've still got it). I was friendly with the Pumping Station electrician and he built a transformer and a P.M.G. technician put it with an H & M Controller and I used them for many years.

Now that I had a loco and a controller, the only place that had a convenient power point was in the laundry, so I mounted three feet of track on a board that fitted

nicely behind the wash troughs and there I played, actually controlling my engine up and down this 3' of track. Although I had read all I could, I still knew very little about the hobby but I was hooked!

We moved to Perth and one of the calls that I had as a commercial traveller, was to the P.M.G. Depot in Stirling Street at the time when the lever key switch boards were taken out of service and dumped there in 44 gallon drums, with miles of wire, so the next step was to build up a control panel using lever keys for a layout that was mounted on a shelf running for 15' along the side of the garage. This layout used Wrenn track virtually straight with a small section at the far end elevated so that I could have one train running over the Airfix girder bridge and the other beneath it. The point at this far end was electrically operated and it also flicked up the Hornby signals, all being operated from the impressive control panel - "great fun".

I heard about A.M.R.A. when in a hobby shop. I discovered that the meetings were held in a church hall in Hay Street, West Perth, so I went along and joined up - almost at the beginning of the W.A. Branch's existence. Then came the rooms in the old railway buildings in Beaufort Street, (just next to the Barrack Street Bridge) and the early Exhibitions, one I remember being in the Perth Town Hall, but best of all, I met a great bunch of fellows, who knew so much about the hobby and were so willing to pass on this knowledge to me.

Now I progressed, building rolling stock and finally a loco kit, a double track 'round the walls' layout, then mountains, then 'end to end' and now the small shunting layout, but - as I am electrically proficient, points and signals with lights operate together, the buildings are lit, as are the yard fluoros. Push the button on the control panel and you have a whistle - squeaks for the 'Pommy' engines; flick the switch - and deep throat for the 'Yanks'...such progress and fun, thanks to A.M.R.A.

SHOP TALK MACKSTAMPS

For the 'OO' scale enthusiast, a new company called 'Exclusive First Editions' has been set up and they will be producing a number of models in 1/76 scale. These models represent a range of interesting and significant commercial vehicles seen on Britain's roads in the 1950s and 1960s. The first four vehicles to be released at the end of August will be the ABC Regent buses, two are double-deckers and two are open-top buses. Later this year a series of trucks depicting the Mammoth Major will be produced in flatbed, dropside, box-van and tanker forms with a variety of well known company brands advertised on them. There will also be a couple of Australian limited edition models but they won't be released until the end of next year. Mackstamps will stock all of the models when available and they will be reasonably priced at \$12.95 each.

NEEDLE FILES

Remember Gus Durham getting into trouble with Marj. for telling us about asking for his friend Dora behind the counter at a certain hardware shop in Bassendean if you wanted to get some needle files. Well, you don't have to take those risks yourselves any more, because Ross' Salvage have wallets of twelve needle files of Chinese manufacture available for

\$8.00 each wallet. They're good and sharp, perhaps a little bit shorter than the proper stuff (I note that a genuine Stubbs needle file I have is 160mm long with a 95mm 'cutting' length, whereas these are 140mm long with a 56mm 'cutting' length) but I don't think you'll really notice the difference! Ross' had them in stock at both the East Perth store (back of the Education Ministry) and the Guildford store (just a bit east of the centre of town) earlier this month but you might have to be quick!

P.S. Since preparing the above text, I went and measured some more of my collection of needle files and found some shorter Stubbs files which are the same length as the Chinese "diamond" brand at Ross'. So they're virtually identical and much cheaper!

SEEN IN MODEL "RAILROADER"

Technically not true 'Shop Talk' but these are worthy of note:-

-in the MR Product News column in June, 'HO' scale plastic chain link fence, sometimes called 'Cyclone' fencing here. It's made by plastruct.

-in the advertisement, a 'Talking Hot Box Detector' (!). It calculates a passing train's scale speed and number of axles passing and then speaks the information to you! It has a custom programmed module which allows it to also speak to you and tell you your choice of railroad name and its location. Using what is called "owner's option settings" it will randomly generate a hot defect message for some trains. It only costs US \$139.95 - I'll have two of them!

MEMBERSHIP MATTERS (2)

Members will have noted that the Federal Committee of Management has introduced a New Membership Drive, with incentives for a lucky 50th new member in each Branch next financial year and for the Branch when it gains 50 or more new members. A rather difficult, although not impossible target....the new member intake of the W.A. Branch over the past three years has been 35, 50 and 45, i.e. an average of 43.

Commendable as it might be to recruit large numbers of new members, we in the W.A. Branch see it as equally important to retain the members we already have! Our 'losses', due to members resigning or otherwise not renewing over the past three years have been 46, or an average of 15 per year, which is equal to about 9% of the membership. Other Branches have generally been doing as much as one-half higher than that, so we haven't been doing too bad in holding onto existing members.

If you're 'put off' by the modest subscription rise this year, or for any other reason and are thinking of not renewing your membership of the Association (and thus the W.A. Branch), may we suggest that you think twice before you act...and perhaps have a chat with a member of the W.A. Branch Management Committee and outline your concerns. It may be that we can do something to improve matters and encourage you to 'hang on in'.

VIDEO REVIEW

"RAILSCALE" No.3 Available from Derrick Enterprises at \$49.95 Produced by Railsene Limited, Unit C, Romsey Industrial Estate, Greatbridge Road Romsey, So51 OHR, England. 79 minutes

The two previous videotapes in this

series were reviewed in "THE BRANCH-LINE" just twelve months ago and were thoroughly enjoyed by the two reviewers, even though there were minor irritations.

"Railscale" No.3 has been quite a while in the gestation process but it appeared earlier this year and has been well worth the waiting. It is very definitely superior to the earlier videos mentioned. It no longer has any product reviews and this is good, as stationary subject matter is not very good TV material generally. Reviews of new products are best done in the printed medium by words and photographs. The subject matter in this tape is made up of three "Show You How" segments and four "Layout Visit" segments. The "Show You Hows" are

(a) Building a DJH Kit of a BR Std. Class 4 2-6-0 locomotive - 15 mins. Useful tips on preparation of castings, use of files, single sided razor blades, chisel, etc. Soldering of cast metal parts with low melt solders. Cutting out parts of an etched metal sheet, folding and assembly, soldering of etched parts to cast metal parts, cleaning flux off model. Assembly of an Exactoscale screw coupling kit.

(b) Painting the crossing keeper's cottage constructed in the two previous videos - 6 mins. Dry brushing with Humbrol paints to simulate mortar joints, also a technique involving scraping off a coat of off-white paint to leave joints only coloured. Roof painting to simulate slates. Individual colouring of bricks and slates. Bird droppings. Painting windows, gutters, edges of roofing slates, etc.

(c) Creating the landscape for 'N' scale layout construction of which has also been in the two previous videos - 23 mins. Cutting, gluing, sculpting, filling, colouring and texturing of blocks of expanded polystyrene foam for scenery. Also making arch and girder bridges and platforms from styrene sheet. Ballasting main line track and sidings. Concealing joints.

In all three of these segments, truly the moving picture has been worth a thousand (or more) words!

The "Layout Visit" segments are supplemented in the first three cases with track diagrams on a piece of paper to assist you in working out which part of the layout you are looking at. The layouts are:-

(1) "Ravensbeck", a 7mm finescale layout depicting an NER line south of Harrogate in 1923. Superb signals, all slotted, correct red distant signals, some co-acting (however, a little 'jerky' in action). Super stock, although a little rough through some crossings. Excellent commentary with good sound dubs, including bird song! 15mins.

(2) "Blaenycwm", a '00'scale layout based on GWR & LMS operation at the head of a Welsh valley with coal mine up a 1 in 34 gradient. Hand painted private owner wagons with three link couplings. Nice! 11mins.

(3) "Adventure Colliery", a 7mm finescale adjunct to "Ravensbeck", equally as good, with unusual rolling stock (scratchbuilt) and a lot of scenic vignettes in them both.

(4) "Stormdale", a first effort layout in 'N' scale, which seemed a bit 'toy like' compared with what's gone before on this video! 5mins.

EDITOR'S SCRAPBOX

No-one came in with the correct answer to the question "what's a 'Tishy'"

posed in the last issue's "Have you seem..." columns, and thereby earning for themselves a free annual subscription to "The Branchline"! Not even Paul Kehoe, acknowledged admirer of the LNWR, came forward. He should have known that a 'Tishy' was one of four 4-6-0 inside cylindered, inside valve gear (Joy) 'Prince of Wales' Class locomotives modified by Bowen-Cooke's successor, Beames, by having outside Walschaert's valve gear installed but still keeping the inside cylinders. A prominent feature of this gear was that the Anchor (or Union) link rod had to be very long, extending from the crank pin of the front driving wheel to the lower end of the combining lever and that in running, the action of this rod crissed and crossed the action of the (normal length) Eccentric Rod, one 'criss' and one 'cross' per revolution of the wheels. This gave a very unusual visual effect, not unlike a horse crossing its legs in running. As there was at that time a racehorse in Britain whose name was "Tishy" and was prone to cross its legs in the occasional race (much to the chagrin of its backers!), the name flowed on to this unusual type of loco. (as a further point of interest, the LMS had an additional one built as its representative at the 1924 British Empire Exhibition. Who said that the LMS had nothing worth exhibiting at that Exhibition? See the article elsewhere in this issue about "Flying Scotsman" and 'Pendennis Castle')

On a more serious subject, no-one came forward either with any bright ideas on the subject of 'Self Financing' of the W.A. Branch of A.M.R.A. Perhaps the modest increase in the Association's annual subscription rates has caused mental atrophy!

Members may have seen a photograph in the "West Australian" regarding a model railway layout donated to the Para-Quad Association for its recreation facility at the Shenton Park Annexe of Royal Perth Hospital. Tony Gray (of Balcatta) assisted in getting the 'bugs' out of this layout when it was delivered to its new home. The Branch Management Committee is exploring whether there is any other, perhaps ongoing, need that Para-Quad might have for servicing of this layout. Initially it seems that the control panel (which like many, just 'grew like Topsy') may need rebuilding to suit people who have limited use of their fingers. This may involve installing larger switches, big knobs on controllers, greater separation of the various controls, etc.. Is there any member 'out there' who might have an affinity for this type of work and would like to help those who are less able than us in the pursuit of enjoyment in the modelling of railways?

NOTICE BOARD

FOR SALE A 'Unimat 1' modelling lathe, purchased in error by a well meaning relative while in the U.K. and thus not even unpacked as it is not suitable for the recipient's needs. It has been advertised frequently by Holt Model Railways in "Railway Modeller" (e.g. June and July 1989) at UKL 85.00 and, as no Customs duty or Sales Tax charges were levied on the relative when it was recently brought into Australia it is offered for sale at the approximate equivalent of \$185.00.

Reviews of this machine have appeared in Model Engineer 3 May 1985 and in Radio Race Car issue 23. Photocopies of these reviews are posted on the Club's Notice Board at Meltham and additional

copies can be made by application to the Editor.

Briefly, its specification is:-

Motor 6V battery drive or from transformer (which is with the lathe), 0.3 amps at 5V.8 000 rpm, 2 000 rpm at the spindle

Capacity 135mm between centres 25mm centre height 50mm over the bed cross slide movement 30mm long slide movement 50mm tail stock movement 15mm chuck capacity 30mm (3-jaw scroll) hole in spindle 8mm diameter

Contact Grant Taylor at 4 Ocean View Road, Edgewater, 6027. (Tel: 306 1751) if you're interested.

FOR SALE 4mm/ft layout, track on seven baseboard in folded dogbone format. Station yard laid in Code 70 track. Five R/H points, two L/H points in station yard. Main line laid in Code 100 track with six points including one 'Y'. Some scenery. Will fit into a room 3 metres x 3 metres (19'x10' for the old fashioned). Reason for sale: arms are getting too short and I'm changing over to 7mm/ft as a result!

One owner, handyman's delight. Don't miss this one!

Contact Roger Solly Tel: 444 7812

Wanted

Some contributions from Western Australian members of A.M.R.A. for "Journal". Contact Alan Porter if you have something in mind or write direct to the Managing Editor of Journal, Roger Lloyd at 6 Kiers Crt Rosanna East Victoria, 3084.

PROGRAMME

Saturday 23rd Sept. Work - mainly at the new clubrooms	Note 1
Wednesday 27th Sept. General Club Activities	Note 2
Saturday 30th Sept. Provisional final day at Meltham and first 'official' day at the new club-rooms	Note 3
Monday 2nd Oct. 'Model Railway Electrics' by Simon Mead	Note 4
Saturday 7th Oct. General Club Activities	Note 5
Wednesday 11th Oct. General Club Activities	Note 5
Monday 16th Oct Slide Night	Note 6
Saturday 21st Oct Special Project	Note 9
Wednesday 25th Oct. Video Night	Note 8
Saturday 28th Oct. Railway Modelling Competition	Note 9
Sunday 29th Oct. Modelrail '89	Note 10
Monday 30th Oct. General Club Activities	Note 5
Monday 6th Nov. "Why Narrow Gauge?" by Craig Hartmann & Co.	Note 11
Saturday 11th Nov. General Club Activities	Note 5
Wednesday 15th Nov. Auction	Note 12

PROGRAMME NOTES

All evening meetings (i.e. Monday and Wednesday) in September will be held at the 'old' Clubrooms, which are on Meltham Station. All daytime meetings in September (i.e. Saturday) will be 'work days', involving a number of tasks at the new Clubrooms in Moojebing Street, Bayswater and the transportation of the Branch's equipment and materials from the 'old clubrooms to the new. Members who have trailers or flat bed trucks will be most welcome on these days to assist with the actual transportation. It is suggested that

members attending these days come first to the new clubrooms to find out what is available for them to do and if they are to be part of 'transport team', they can then be seconded to one of the vehicles involved in the transshipment operation and travel back to the 'old' clubrooms with their 'team boss'.

It is expected that the last rites of moving from Meltham will be played out on Saturday 30th September and on that day also, there will be some form of 'official' first use of the new clubrooms. If this hope is realised, then all meeting in October (including the Railway Modelling Competition and ModelRail '89) and in November (including the Auction) will be held in the new clubrooms in Moojebing Street, at the cresco level crossing.

The times of the meetings are as follows:-

Mondays and Wednesdays: 8.00pm
Saturdays (September): 1.30pm
(October and November) 2.00pm

The Duty Committeeman will open the clubrooms at least 15 minutes earlier than the above times (if he remembers!). Visitors are always welcome....just introduce yourself to the Duty Committeeman and he will make you 'feel at home' by showing you the branch facilities and by introducing you to some of the members.

Members' fees at meetings are:- Senior members 50c Student members 25c this covers tea and coffee or cocoa and biscuit. Cool drinks are also available at a modest charge from the refrigerator. No fee required if you are a visitor.... unless you come too often without joining A.M.R.A.!

PROGRAMME DETAILS

Note 1

No mystery here -just good honest hard (and some easy) WORK. There will be something which You can do to assist in the preparation of our new clubrooms and the movement of our equipment into it. See you there in your working clothes!

Note 2.

There'll be some packing up of gear at Meltham on most of these nights, so don't come expecting too much of the normal 'lay-back' style of General Club Activities. There will however, be some other things to do as well, such as making magazine storage boxes for the library.

Note 3.

If all the approvals we need for occupancy of our new clubrooms fall into place in time and we also have the agreement of Westrail to terminate our lease of Meltham on 30th September (up to which date we have paid), this will be a very important occasion in the history of the Branch. Be there and be a part of that history!

Note 4.

Simon seems to know a bit about this subject - let's hear him out on it!

Note 5

There'll be lots of 'putting away' of our many items of equipment to be done on these occasions. There'll also be the '00' scale 'Haltwhistle' layout to re-erect and the new sweeping curved section (see Roger Solly's report) to be built. The library has to be re-established and the clubrooms have to be fully shipshape by the end of October for the Railway Modelling Competition and ModelRail '89, when we shall have visitors to the new clubrooms, so come along and do your bit toward the common goal.

Note 6.

Surely, there must be some new slides somewhere among our 200 or so members...or some from the collections of our 'faithfulls' that we haven't seen before.

Note 7.

Collation, stapling, folding and doing all sorts of other nasty things to the next issue of "THE BRANCHLINE". New environment, comfortable working conditions, generous fringe benefits

Note 8.

We hope to have our 'Nickelodeon' working again for this night, when we hope to see some of the latest tapes available.... but do be aware of the copyright limitations on showing some commercially produced video material to other than a "home audience".

Note 9.

See details elsewhere in this issue about how to enter in the 1989 Railway Modelling Competition.

Note 10.

See details elsewhere in this issue about ModelRail '89.

Note 11.

A well known 'slim-gauger' will host some ideas on why one should model at less than the standard gauge.

Note 12.

This Auction will be held in our clubrooms, not at Whatly Hall, as has been the custom for the past three or four auctions. Only A.M.R.A. members may sell at the Auction (but consideration will be given to assisting in the disposing of model railway items in the estates of persons who were friends of A.M.R.A. members but who were not themselves A.M.R.A. members). Visitor are welcome as buyers. The Rules of Auction are as published in the October 1988 issue of 'The Branchline' They are also printed on the reverse side of the Auction form, which will be available from 25th October. One important "Rule" is that lots entered in the Auction will be returned to vendors if unsold (and to no-one else). If sold during the Auction, they will, of course, be given to the buyer (after the exchange of cash or cheque), but if sold by private arrangement after Auction, the Auction Manager must be told of this by the vendor - in this case, the normal 10% A.M.R.A. commission will still apply. There is no limitation on vendors and buyers making private sale arrangements OUTSIDE of the Auction hall in which case, there is no A.M.R.A. commission.

The Hall will be open from 7.30pm to allow for early marking of the lots for sale and no lots will be received for the Auction after 8.0pm. The Auction will start no later than 8.15pm.

MEMBERSHIP MATTERS (3)

It's that time of the year again (as you would have seen in the most recent issue of "JOURNAL") when we have to cough up money to remain members of the Australian Model Railway Association, and therefore members of the Western Australia Branch.

The Western Australian Branch Management Committee again suggests that you send your Renewal Form (separated from the Nomination Form, but not in any other way cut down in size) and your money to:-

The Treasurer,
A.M.R.A., W.A. Branch Inc.,
P.O. Box 60,

Maylands, W.A. 6051.

OR you can hand it to the Duty Committeeman at any Branch meeting. His name is at the top of the page in the Attendance Register. You will be issued with an interim receipt (on behalf of the Federal Treasurer of A.M.R.A.) and your Renewal Form and your money will be forwarded, along with those of other W.A. members renewing through the Branch, in a single Branch cheque to the Federal Register and the Federal Treasurer. By so doing you will ensure continuity of delivery of "THE BRANCHLINE" to your address, as we will know straight-away that you are a financial member for 1989-90. It will also save the Federal body a little bit, as they won't have to pay any N.S.W. Stamp Duty on a vast number of W.A. cheques and you will save both postage and bank charges if you pay in cash at the clubrooms.

For those renew through the Branch, their 1989-90 membership cards will be sent to them with the October issue of The Branchline (due to reach you about 24th October) or the December issue (due out about the 15th December) if you are very late in paying. Don't forget that you are technically no longer a member of the Association if your membership renewal subscription has not been received by the Federal Register by 31st October.

So hurry and renew, and don't lose the bright orange renewal form sent to you with the last issue of "Journal".

FLYING SCOTSMAN

REGAUGED TO 5'3"!

Rather akin to a '00' scale model being 'fine-scaled' by being regauged from 16.5mm to either 18.2mm ('E.M.' scale) or 18.83mm ('S4' scale), is what has happened to Flying Scotsman while it has been based in Australia, if the April 1989 issue of Steam Railway is to be believed.

Under the heading Aussies regauge Flying Scotsman, the following article appeared:- In a move guaranteed to infuriate steam fans the world over Britain's best-known locomotive has been regauged to run on the 5ft.3in. tracks of Victoria (sic) Railway in Australia.

The conversion of unique Gresley A3 Pacific No. 4472 Flying Scotsman to the gauge - the same that used in Ireland - has been carried out, say V.R. officials, to 'maximise the amount of publicity' the loco can gain while down under,

With the Flying Scotsmen now to remain abroad until at least October, it is uncertain when, if ever it will revert back to standard gauge.

The loco's chief engineer, Roland Kennington, who has taken leave of absence from his British job to accompany the A3 on its tour, said "It's not the end of the world. We could possibly alter it back if we had to. The whole exercise was basically easy. We put distance pieces either side of the centre cylinder, re-riveted the frames to accommodate the widening and lengthened the axles. After this process, the wheel centres were heated and the wheels extruded by just over three inches each."

Operation was carried out by members of the Federated Order of Locomotivemen at South Dynon Diesel Depot.

Beneath a very convincing colour photograph, the article continues:- (see Geoff Brown's photo elsewhere in this issue)

No.4472 is seen afterwards, sharing the same track system as broad gauge 4-6-4s

Nos. R761 and R707. Its first trip on broad gauge will be a special organised by the Australian Preserved Railway Institute Ltd., taking in freight-only trackage on the Melbourne-Glenrowan line.

In the following month's issue, under the heading "For 'Scotsman', read 'Humourist'", there appeared 21 letters from Steam Railway readers, dealing with the regauging report. Seventeen of these were written in the clear knowledge that the report in the April issue had been an April Fool joke....in fact, one 'spelled it out' for the slow learners by drawing attention to the Australian Preserved Railway Institute Ltd. and to the Federated Order of Locomotivemen! One claimed to have some knowledge of the Indicator Diagrams Inspectorate (Outside Testing Station) and another claimed to be the Press Officer of the Society of Universal and Comprehensive Knowledge of English Railways. A third wrote:-

"The outrageous regauging of 4472 is a direct insult to the creed of the International Steam Locomotive Admiration Movement and I demand the death penalty for those responsible."

However, it's the other four that make the most amusing reading (or is it 'redding' of the faces?).

M. Hubert of Gonerby, Lines. wrote:-

"What a disgrace! How dare the Australians tamper with a piece of our national heritage to such an extent?"

"Have the people responsible for the locomotive taken leave of their senses - don't they realise that even if 4472 is eventually converted back to standard gauge, it will never really be the same again as its frame will have been inherently weakened?"

'Name and address supplied' wrote:-

"The Australians really have now none too far! Borrowing our favourite locomotive and then keeping it longer than they had initially agreed is bad enough, but to muck about with it as well is absolutely disgusting. Who the devil do they think they are?" Stewart Pope of Chelmsford, Essex wrote:-

"Was horrified to read the regauging story. My hair stood on end and smoke poured from my ears to think that those lunatic Australians have the cheek and audacity to alter Flying Scotsman to 5ft 3in gauge.

What right have they to rebuild 4472? This is a prime piece of British engineering excellence being bastardised. Do us all a favour, Victoria Railways of Australia - regauge 4472 back to standard gauge now! If they can do this with 4472, what would they do with Mallard?"

Charles Liddeli of Stroud, Gloucs. wrote:-

"If the Australians really wish to fool around with a priceless piece of British railway history, surly they would have found it much easier to convert Pendennis Castle to 3ft 6in gauge?"

Nice one "Steam Railway"!!

Alan Porter.

JUDGING PROBLEMS IN FINDING THE BEST MODEL OF A RAILWAY

The 'Bill Gardner Cup' for the best model of a railway presented as an exhibit at the annual Model Railway Exhibition held by the Western Australian Branch of A.M.R.A. was inaugurated in 1980 and has been awarded nine times since then. Judging has always been done by at least five modellers

of experience and who were not closely involved with any of the exhibits. Five broad criteria were employed to assist these judges to come to a decision in their own minds separately as to which exhibit constituted the best model of a railway. These were:-

a. Quality of basic operation of the model railway (freedom from derailments & "finger prodding", speed of running, smoothness of starting and stopping, etc.)

b. Extra operations on the model railway (aimed at avoiding 'tail chasing' and including trains stopping in stations, shunting, trains terminating, operating signals, etc.)

c. Authenticity and Realism (are the various items of the model - locos, rolling stock, structures, etc., - consistent among themselves for the time, company, etc., that the railway is supposed to represent)

d. Track plan (obedience to prototype practice, freedom from poor design features, such as head shunts that are too short etc.)

e. Scenery (assessed as to quality and quantity - not too little nor too much - improbabilities, etc.)

Although each judge was briefed as to what the criteria 'meant' along lines similar to the descriptions above, naturally there were always difference in how the judges saw the same exhibits. There were 'straight down the fairway' judges (always marked everything at about the same rating, never seeing excellence nor poor quality in any of the exhibits!), 'lenient' judges (seeing every exhibit, regardless of its quality, through 'rose tinted glasses' and ranking everything as either good or excellent!) and 'hanging judges' (who seemed to get out of the bed on the wrong side and ranked everything they saw as either 'awful' or 'b.... awful!'). These differences were not too worrying, however, provided each judge was consistent within his own assessments, coming up with broadly the same ranking of the exhibits as the others. With a reasonable number of judges (never less than five and sometimes as high as eight), any irregularities were generally ironed out. Nevertheless the system was still very subjective, notwithstanding the laying down of the five broad criteria above and from time to time, it was felt that perhaps the rankings derived were 'wrong'.

There was a fairly general feeling that in the 1989 judging for the Bill Gardner Cup, the judges got it 'wrong'. Naturally, no correspondence was countenanced on this subject, but an examination of the individual judges' score sheets in the last issue of The Branchline clearly shows that Judge E was inconsistent in many areas when compared with the other four judges and in some aspects his opinions did not seem to make sense, e.g. the awarding of only 15 points to Exhibit 3 (Helston) and only 9 points to Exhibit 15 (Railwest) for Track Plan whereas Exhibit 27 (Cockatoo) scored 20 points.

The Management Committee has considered the shortcomings of the present system and are proposing some changes for next year. One idea has been to have each judge assess only one criterion (and to take plenty of time to do it). No final decision will be made until about three months before the exhibition and suggestions and comments will be welcomed from members on this subject, especially from past judges and

from exhibitors of model railways. It has to be remembered that the purpose of the award is to counterbalance to possible trend which might develop in exhibits should they be built and exhibited to gain a good score in the public voting for the A.M.C. Trophy, which is based on the public response to the question "which exhibit did you like best?" Exhibits which have proved popular with the general public have generally (but not always) been of the 'all singing, all dancing' type, with lots of trains running at fairly high speeds and with lots and lots of scenery, much of it being of a non-railway nature (e.g. tennis courts, cable cars etc.).

An outline in principle of a possible new approach has been submitted by one member who has exhibited frequently and a description of this follows. Comments on this would also be welcomed by the Management Committee.

Proposal for awarding the 'Bill Gardner Cup'

Exhibitors to provide some basic data on their exhibit. Points awarded as follows:- Model of a prototype station/area (2 points) or fictional (1 point).

Build and operated by an individual (2 points) or one person (1 point).

Models on the layout as exhibited owned by the exhibitor (1 points) or group owned (1 point).

Track gauge on the layout scale (3 points), fine (2 points) or coarse (1 point).

Trackwork Locomotive Passenger stock Goods stock Building & Structures

R-T-R 1/2 point

Mixed R-T-R & kit built 1 point

Kit built 1 1/2 point

Mixed kit & scratch built 2 points

Scratch built 2 1/2

(The scale of 5 levels above applies to each of the categories from Trackwork to Buildings and Structures)

Layout signalled - yes (2 points), no (1 point).

Signals operational - (2 points). no (1 points).

Operation to a publicly displayed timetable - yes (2), no (1)

Operation to a set sequence - yes (2 points) No (1 point).

layout follows practices of a particular company (2 points) or follows freelance operating principle (1 point).

Judges assess the exhibits as follows:-

Evidence (photos, text) to show that model is of a prototype station/area - yes (2 points) no (1 point).

Layout operated by an individual, with a possible helper (2 points) or by a group, consisting of more than two persons (1 point).

Appearance of the trackwork in general - good (3 points) average (2 points) poor (1 point)

In relation to the period, style and the railway modelled, do the trains, in general, move - about right (2 points), too fast or too slow (1 point).

In relation to the period, style and the railway modelled, do the trains, in general, conform to real practice - yes (2 points), no (1 point). Examples are

- no steam loco in the goods shed
- no livestock, explosives or flammable material next to steam locos, no unfitted stock between loco & fitted stock, no main line expresses on branch line.

Do the trains obey signals - yes (2 points) no (1 point).

Is shunting a feature - yes (2 points) no (1 point).

Do locomotives move smoothly (2 points) or jerkily (1 point)

Is the appearance of the Locomotives, Passenger stock, Goods stock, Buildings & Structures

R-T-R. 1 point.

Better 2 points

Excellent 3 points

Does the scenery reflect the period, style and location of the model - yes (2 points) no (1 point)

An overall mark for the impression the layout gives as a working model of a railway - between 1 and 5 points.

To get a 'feel' for how the exhibits at the Model Railway Exhibition would have rated under this scheme, I have racked my memory of how I saw things (recall that I was not involved as a judge though!) and I came up with the following points scores:-

Stand	Exhibit	Exhibitor	data	Judge view	total
1	Tywyllth-Rhiannon	J white	26	34	60
3	Helston	P. Worsnop	25	36	61
4	Benchley	J. Martin	19 1/2	28 1/2	48
7	Deepedale	P. Kehoe	29 1/2	34 1/2	64
9	Nonsuch	F. & D.M.R.A.13		20 1/2	33 1/2
11	Koolabah Creek	A Andrews	14 1/2	26	40 1/2
13	Two Rivers	A Penstone	14 1/2	25	39 1/2
15	Garden Railway Group		17 1/2	19	36 1/2
16	Railwest Modular Group		25 1/2	32	57 1/2
17	Hilton Junction	A Morling	16 1/2	18	34 1/2
18	West-N- Track		15 1/2	21	36 1/2
27	Cockatoo	J Humphrey	24	31	55

Hmm! Interesting! and different!! I am not sure that the weighting of the various considerations taken into account are 'correct' - for instance, in my opinion, I don't think that the scenic components get enough consideration. There are a couple of running quality consideration that perhaps should be included (e.g. freedom from derailments, 'finger prodding' etc.) but otherwise, I think it's a step in the right direction.

Alan Porter.

HAVE YOU SEEN (IN THE MODEL RAILWAY PRESS).....

'Model Railway' July:

The Hornby 8F locomotive reviewed. 'Camera and Comment' looks at Hawick (on the NBR 'Waverley Route' to Edinburgh) and Cupar (on the NBR Edinburgh to Dundee line). 'Salon' looks at three M & SWJR loco models. The latest in BR's liveries, this for a Class 47 - fortunately a 'one off' - Yuk! (Go on, Ted: tell us what it's really like - we might want to model it!...Ed.) A detailed look at Forsinard on the Highland Railway's line to the far north of Scotland, plus a model. A 'gizmo' from Dave Rowe - the nocturnal smoker and how it's done. Converting the Hornby (Dublo, I presume! ..Ed) Duchess' from 3-rail to 2-rail. MMP's 7mm scale kit for class 08 diesel shunter constructed and reviewed, with eight superb close up coloured photographs of details on the prototype (no excuse for getting one of these wrong now!). The MTK kit of the Class 508 BMU stock reviewed out of these 'Model Truck Conversions' produces an unusual model of a tram transporter. The Graham Farish 'N' scale BR wagon model reviewed - the

article includes twelve coloured photographs of various prototypes, together with informative captions. Pen-Thaven Bridge Mk. II, part 3 (parts 1 & 2 appeared in the May '88 and February '89 issues of this magazine). 'Goods Arrival' looks at the Palbrick 'A' wagon kit from Kelvin's Kits., the Trax hand-held controller, locking forceps (what to use when you need more than the two hands you were originally provided with), gauge '0' points, the latest locomotive livery variations from Lima, Ratio's Banana Van kit and many other items.

'Railway Modellers' July:

'Railway of the Month' looks at Maybury, BR Western Region in 'N' scale - a five platform terminus with two through lines 'to the docks', the whole supported by a backstage fiddle yard (an impressive example of how 'N' scale can be used to create the 'grand effect'). Peter Denny on his favourite industry - a gasworks; with drawing of the essential components and photographs of two models he has built

travelling passengers!) among other 'goodies'.

'Railway Modellers' August:

Superb modelling of actual buildings which still exist at Exeter Quay with a 'might have been' Southern Railway branch to suit the situation - contains many ideas for making buildings especially roofing features, and quay side items such as quay walls and the like including appropriate ships (on which another article is to follow). Don Jones has modelled Birmingham New Street (Europe's busiest station!) and Rugeley 'B' power station in 4mm in his garden and in a custom built shed 40' x 20', all of which was described in the August 1984 issue - this one describes the 'New Street Power Box' (control centre) he has built for it all, again in its own building (!) - it's 15ft long, has 1,000 relays, 2,500 LEDs, 200 switches, 75 x 25-pin plugs and sockets and 10 x 24-pin plugs and sockets and has taken him 26 years so far to build! Non-hoppered ballast wagons - an article dealing with the Cambrian kit of the 'Starfish', the Ian Kirk kit of the 'Tunney', giving prototype information about these and the 'Ling' and 'Grampus' wagons as well. Moving earth (and heaven) in the garden to create an interesting terrain from a flat block - this is scenic work on a grand scale! A 16mm/ft. scale model of a guards van for a garden railway based on a Brand-bright kit of a Lynton & Barnstaple 8 ton bogie covered van. Detailing the recently released Hornby model of the LMS 8F 2-8-0. Another garden railway described, this one based on the GWR Tavistock South - March Mills section and built in the garden of 'my old Mum's pal, Olive McCallum', viaducts and all! (beaut. to have friends like that....Ed).

And to be outdone, an indoor 16mm/ft scale narrow gauge layout (SM-32) in a 12' x 9' room. Producing a realistic IMS 'Jinty' from the Graham Farish non-powered 'N' scale 0-6-0T model, available as a Shredded Wheat promotion. Building a 4mm scale model of an ARC (Associated Roadstone Company?) diesel shunter. Modelling modern Travelling Post Office vehicles using the kits produced by Southern Pride Models. Update on the Meon Valley Line covered in the May 1989 issue. Prototype information, drawings and photograph of the GER 'Claud Hamilton' Class 4-4-0 locomotives. 'Model Railway Journal' No. 31:

'Ashburton', one modeller's foray into finescale modelling to B4 standards. Easingwold Railway No 2 0-6-0ST, drawings, photographs and prototype information Model Railway Operation, Part Two - layout traffic planning. A lineside (or dockside) coaster for your harbour scene. A detailed article on how a newcomer to scratchbuilding constructed a model of the Welsh Highland Railway's 'Russell'. Improving Slaters Private Owner wagon kits (is this possible?...Ed). 'Small Suppliers Forum' looks at the latest (ex-Airfix) releases from Dapol, Caley Coaches new releases, Peter Thatcher etched stainless steel name plates, number plates and coach name plates in 7mm scale. The tale of the dissatisfied customer who took court action against a supplier - judgement awarded at Stg. 495, plus Stg. 43 costs! (I haven't been able to work out how to do Pound signs yet! ..Managing Editor)

'Scale Model Train' June:

Cheap but realistic hedging material from pot scourers (also covered, with some acrimony in 'MRJ' No 29). Peter Kazmierczak (get your tongue around that one it

over the years. The MTK kit of the Yeoman's Class 59 diesel locomotives reviewed and constructed. A Manning-Wardle 2-6-2T scratchbuilt in 'N' scale for 009. Description of a 32mm gauge dual purpose garden railway (the two purposes being the running of '0' scale gear and 16mm/ft scale gear - but not at the same time!). Goathland on the North Yorkshire Moors Railway modelled extremely well in 'N' scale. 'Plan of the Month' considers the Lynton & Barnstaple Railway as an inspiration for a comprehensive layout in 009 in a 14' x 9' space and including five of the ten stations and halts on the line. Description of two professionally built 7mm scale locos, a GWR 'Armstrong' Class 4-4-0 and a SDJR Fowler '483' Class 4-4-0 both beautifully painted. A novel hidden sidings ('fiddleyard') and storage system for rolling stock combined - useful for portable exhibition layouts. Prototype information, drawings and photographs of two 'cute' LSWR classes, the C14 2-2-0T and the K14 0-4-0T (real Hornby tinplate locos are these!...Ed.) Converting a Lima Mk.1 full brake into the 'one-off' Mk.1 Generator Van ADB975325 used whenever air conditioned Mk.3 stock has to be hauled by a non-e.t.h. loco. Close up photograph of a concrete lineside hut of the LNER. Converting the Hornby LNER B12 4-6-0 into a variety of other LNER classes, e.g. the L1 2-6-4T, the J39 0-6-0, the C1 Ivatt Atlantic 4-4-2 and the D3 4-4-0. In some cases using a bit of help from LMS style components derived from Hornby Locos! A track occupation detection circuit using a light dependent resistor. 'News Special' looks at 7mm and 4mm scale card buildings kits from Brumtrams, 4mm and 7mm scale newspaper (just the shot for the waiting or

you can!...Ed). acknowledged expert on BR diesels, updates the state of play on the liveries of all the Class 56s, with tabulated data and drawings. Bags of information on the traditional style goods yard at Hauptgut-terbahnhof, Nurnberg, which is very reminiscent of the long vanished BR.(and other railways) yards - drawings photos, etc. Part 3 on building 'Stokenham' (a '00' scale layout) baseboards, taking into account all the factors involved in designing for exhibition use. An 'N' scale layout around three sides of a small room based on a German concept. More ways to move into '0' scale on a budget (using the Roco/Atlas Plymouth switcher), the Lima motor bogie, the Rivarossi DB Class 80 0-6-T chassis, Lima BR rolling stock and a variety of German and American 'el cheapo' items - well, they're 'el cheapo' in the U.K.! Modifying a Slaters ex-MR 10 ton covered van kit - article questions whether compensated suspensions are REALLY needed in 7mm modelling.

"Australian Model Railway Magazine" August:

Building a NSWGR C37 Class (a proposed modification of the C36 4-6-0s to a 4-6-2 wheel arrangement to overcome a number of the faults of the C36, but not pursued to completion) using a round top C36 from Berg's Brass, Prototype, Eames or FSM. A transistorised controller suitable for 'N' scale locomotives. Modelling a blacksmith's (or farrier's) forge correctly. Assembly of the Weico 'HO' scale model of the 1955 Austin truck. Visit to a narrow gauge railroad of the D & RGW in the Rockies with Durango as its centre piece but being 'long and thin' (about 24' long) and with the controls at one end, it requires the use of field glasses to see what's going on the far end! - done in H0n3 with Code 70 track, it captures the spirit of those parts well. Article by Graham Watson on the standard WAGR foot-bridge, still to be seen at Subiaco and West Leederville - drawing and photographs together with prototype information. Kitbashing the Board Gauge Models' V/Line FQX container wagon kit to produce a South Australian version - drawings and photographs to assist.

"Model Railroader" June:

Coverage of the Saint John Society of Model Engineers (from New Brunswick, Canada) and their modular philosophy, based on each member having an 'allocation' of space for two 4' x 2' modules in 'HO' scale (this approach could be of interest to A.M.R.A., W.A. for future layout design - see Roger Solly's appeal for ideas..Ed) - there are several photos of modules belonging to the members. Repowering some aged diesel locos using modern motors, flywheels and universal joints - 'case histories' of Athearn F7, Front Range GP9, Athearn GP38-2 and GP50 and Athearn Switchers are given. Modelling the foliage of the West (i.e. the 'Wild West') - variety of techniques, many of which would serve most of us in our modelling needs. Modelling some track and lineside details. Drawings, photographs and information on the 10/6 streamlined sleeper cars for the Southern Pacific in 1950. Preview of a number of the layouts to be seen by delegates to the 1989 NMRA Convention at Houston from 31st July to 6th August. More on Leadville, Colorado (many photos of the place now), followed by an article about a week exploring that part of Colorado with deserted mining towns and rights-of-way. To top it all off,

details of a D & RG ore loading ramp. Kitbashing an Athearn pulpwood flat car. Much on computers in model railroading. Painting a 'Geep' in the bright red livery of the Minneapolis and St. Louis road. 'Bull Session' examines the impact that 'Thomas the Tank Engine & Friends' are making in the U.S. on the 'public service' television stations.

"Continental Modeller" July/

August:

'Badenbahn' and 'N' scale layout, some 20' x 8', in the loft, based on a German location (but having a fair bit of modeller's licence - e.g. the very English canal boats!) and showing what can be done in a big space in this scale; it uses two dimensional backscene very effectively. Information on a 1-C-1 electric loco built in 1912 for the French MIDI railway company. Metre gauge railways of northern India. Scratchbuilding a 'Feldbahn' (field railway) 0-8-0T locomotive used by the German army in WW1 (equivalent to the Baldwins of the British Forces) on 76cm track. Part 9 of the Vouga Valley Railway in Portugal giving track plans of another 11 stations on the line. Part 19 of looking at historic Dutch locomotives - this one is a Central Railway 2-4-0T of 1863-65 from Neilson & Co. Meanwhile, part 5b of 'Freight Vehicles Made to Measure' looks at the open freight wagon 0mm29 and the 0mm37 with brake hut, both modelled from a Roco wagon. Continuing to look at the Garratts of Zimbabwe, this time the 16th, 17th and 18th Classes (what a lovely system of classification!..Ed) with all relevant details of the classes and eight B/W photos. Modelling an imaginary South African 2ft. gauge line in 8mm/ft scale and involving the scratchbuilding of end balconied, vertical panelled coaches and some Silastic rubber moulding of the bogies (with a tale of some tribulations!). Celebrating 100 years of the Rhaetian Railway of Switzerland. Photo essay of a number of different types of buffer stops. 'News Special' reviews, among other things drawings to 'HO' scale of NSWGR locomotives on A3 paper available from Greg Edwards of 12 Whalan Place, Kaleen, Australia Capital Territory.

'Modelrail' No.91:

Now that 'Rail' has stepped up to a fortnightly publishing frequency, this segment, which is a part of that magazine, is to appear in every alternate issue. Part 1 of a report on the Earls Court Trade Show as it effects modern image modelling. Converting a Hornby HST Power Car (classified 'DMB', as it has a Guards compartment) to a 'DVT', which is a Driving Trailer used for the East Coast Main Line push-pull services, usually hauled/propelled by a Class 89 or Class 91 electric loco, including livery detail.

'Modelrail' No 93:

Part 2 of the report from Earls Court. A look at 'Rugby Town', a modern image ex-GWR layout.

(Extracts supplied by Ted Thoday and Alan Porter).

Flying Scotsman and Pendennis Castle

Now for a bit of a 'Nit-pick'.... what's new? It is being claimed by some that the Perth programme will bring Flying Scotsman and Pendennis Castle officially together again for the first time since the British Empire

Exhibition of 1915. 'Tis not so!

Firstly, there was no British Empire Exhibition in 1925. There was one held in the summer of 1924 at Wembley in London, at which, in the Place of Engineering, two locomotives, the last word in British locomotives design at that time, stood side by side. These were from the LNER and the GWR, two of the Companies which had resulted from the 'Grouping' at the beginning of the previous year. The other two companies, the LMSR and the SR, apparently did not think they had anything worth showing!

From the LNER came No 4472 Flying Scotsman, the third of the Gresley A1 Pacifics built, but the first delivered to the new company (the LNER) in February 1923.

From the GWR came No 4073 Caerphilly Castle, the first of the Collett 'Castle' class 4-6-0s (derived from the Churchward 'Stars') and built in August 1923 (this, the pioneer 'Castle', is preserved in the Science Museum, London).

The Pacific, 5ft 3in longer overall (coincidence that measurement! See separate story elsewhere in this issue about "Flying Scotsman" being re-gauged...Ed.), looked the far bigger engine of the two; and this effect was greatly enhanced by a boiler pitched 8in. higher above rail and of 7in. greater diameter at the smokebox end, so that the top of the Pacific's boiler was all but a foot in height above that of the 'Castle'. Yet the Great Western authorities had a prominently displayed board in front of their locomotive proclaiming Caerphilly Castle to be the most powerful express passenger locomotive in Great Britain.

Theoretically, this claim was perfectly correct. With a boiler pressure of 225lb., compared with the 180lb. of the Pacific, the theoretical tractive effect of the 'Castle' at 85% of her full working pressure was 31,625lb., whereas that of the Pacific was no more than 29,835lb.. However, the value of these figures is conditioned entirely by the steam raising capacity of the boiler to make them effective.

Anyway, a 'challenge' was laid to determine the truth of this matter by a comparative test, lasting a week, when each company's locomotive would be tried over the other's lines and compared with the performance of the 'parent' company's locomotive in the same service. Exactly who laid the 'challenge' (i.e. from which company did it originate and from what level) is a moot question and not relevant to this tale.

In the week 27th April to 2nd May 1925, Gresley A1 Pacific No 4474 Victor Wild was set against No 4074 Caldicot Castle on alternate days on the Paddington to Plymouth expresses (a very difficult task, due to the very hilly & winding road and the much longer wheelbase of the Pacific) and on the East Coast Main Line from Kings Cross to Grantham and to Doncaster on alternate days, Gresley A1 Pacific No 4475 Flying Fox (replaced however after Day 1 by A1 No 2545 Diamond Jubilee due to the former running a hot box) was matched against...guess what?...No 4079 Pendennis Castle. The result in both cases came out favouring the 'Castles' and as a result Gresley subsequently modified the design of his Pacifics by adopting a higher boiler pressure (220lb) and long travel, long lap steam vales after trials in 1927-28. The last 27 locomotives built (from 1928 to 1935) were of this type and were A3s and

gradually all but one of the other 52 locomotives were converted over the twenty years 1927 to 1947 from A1s to A3s.

From all this, it can be seen that:-

Flying Scotsman and Pendennis Castle did NOT share the rostrum at the British Empire Exhibition in 1924.

Flying Scotsman and Pendennis Castle did NOT compete against each other in the 1925 locomotive exchange trials between the LNER and the GWR.

There is no doubt, however, that Pendennis Castle, in particular, operating on Yorkshire coal (instead of its usual Welsh coal) 'showed the way' to the LNER on the use of higher boiler pressures, with a saving of about 6%.

There is also no doubt that Flying Scotsman was the first steam locomotive to achieve a speed of 100mph (if one ignores the rather poorly documented claims of the GWR's City of Truro hauling the Ocean Mail down the Wellington bank on 9th May 1904. But that's another story, isn't it!...Ed)

So, they are both rather famous locomotives and we will all be glad to see them come to Perth anyway....except that I'll be away from Perth at the time they they visit!!

Alan Porter.

POST-SCRIPT - DATE LINE 4th August 1989.

A full advertisement in today's "West Australian" confirms the visit of Flying Scotsman to Western Australia the joint programme of tours with "Pendennis Castle". It also sets out the programme for several additional tours radiating out from Kalgoorlie to Merredin, Kambalda and Esperance between October 1st and 8th.

It also continues the myth of the presence of Flying Scotsman and Pendennis Castle at the British Empire Exhibition of 1925.

Alan Porter.

CUTTING REMARKS

Remembering Paul Kehoe's recent inability to obtain a razor saw, I noted a good selection on a recent visit to Stanbridges Hobby Shop, as well as a good range of Jeweller's piercing saw blades. They were all priced at 12 for \$9.85 and came in the following sizes:- Size 14 with 16 teeth per inch, size 5 with 33 tpi, size 2/0 with 52 tpi, size 6/0 with 70 tpi and size 8/0 with 96 tpi.

Did you know that when using a piercing saw, you should select a size of blade which will give you at least two teeth in contact with the metal you are sawing at all times.

HAVE YOU SEEN? (IN THE PROTOTYPE RAILWAY PRESS)

Railway Magazine May:

News on the very latest BR standard liveries to be adopted for all its electric and diesel locomotives with a B/W photo to illustrate (not a great help, really!). An article on the sesquicentenary of the founding of the Airedale Foundry, home of the Kitsons of Leeds, has some B/W photos of some strange locos they built and which if modelled would certainly be unusual (and defeat the knowledge base of most modelling judges!), e.g. a 2-6-2T 'internal combustion' tank engine and the famous 0-4-2 Lion, also some examples of Kitson-Myer articulated locomotives, one is a 2-

8-0+0-8-2T tank engine (!) which weighed 128 tonnes!! In an article on the Rhaetian Railway line through the Albula Valley in Switzerland, there is a B/W photo of the Brunio spiral, where the line crosses over itself and is thus an excellent example to follow when modelling in a confined space. Colour photos of Pacers in BR Provincial Livery and in Tyne & Wear livery and two of Kingswear and the estuary of the River Dart (one of my favourite modelling prospects,...Ed.) B/W photo of the concrete coaling stage at Carnforth (LMS 75 ton capacity No 2 Plant). Colour photo of Class 33 diesel loco No 33 033 in Railfreight (Construction) Grey.

'Railway Magazine' JUNE:

Listing of the vehicles at the Derby Research Centre and their origins. A special feature on the Settle & Carlisle Railway and its reprieve from closure has several B/W photos (rather small though) of this much loved line. Photos of the latest (and unusual) freight vehicles being considered. Articles on Stewarts Lane MPD in south London and on Aintree MPD at Liverpool have several B/W photos of use those modelling such places. Article on the new Class 442 "Southern Belles". A look at the locomotive sheds of Cornwall in the 1950s with suitable photos.

'Railway World' May:

Cover photo in colour of the Middleton Railway's Sentinel 0-4-0 loco with four wheel passenger coach in tow and inside, an article on this 'cute' little preserved railway, which would make a very good prototype to model - mostly 0-4-0T locomotives and four wheel rolling stock - Just the shot if you're short of space. Definitive article on the Great Central Railway's "Jersey Lillies", Robinson's 4-4-2s, with several good B/W photos to aid modelling (they became LNER Class C4) - article has the full specification issued by the GCR to the North British Locomotive Co. for painting these locos and this is useful for the pre-grouping modellers. Article on the Aldeburgh branch of the GER running from Saxmundham to the North Sea coast has plans of Saxmundham, the nearby junction itself, Leiston (one of two intermediate stations on the branch; the other was Thorpness Halt, which had two old passenger coaches as the station buildings!) and Aldeburgh - everything you would need to know to model this fascinating branch line. 0-4-0T rack locos on the Jenbach line in the Austrian Tyrol. Colour photos, one of the last BR Class 45, No 45 106, in plain green (but with subtle weathering) and one of Class 31 No 31 453 in the new BR General freight livery of plain grey with yellow ends. Definitive article on the Stephenson 'Planets' - Part One deals with the history of the class, the first locomotives on the Liverpool & Manchester Railway.

'Railway World' June:

Nice colour photo on the cover showing newly restored King Class No 6023, with lots of useful detail (polished smokebox door hinges, painted handrails, copper capped chimney, brass safety valve cover, black painted running plate and so on) and, inside, an article on its restoration with several colour and B/W photos, including one (in colour) of the cab interior, useful for the detailer! Feature on Alan Bloom's steam centre at Bressingham in Norfolk, including colour photo of ex GER 2-4-0 Class E4 in GER livery. Part Two of the article on the Stephenson 'Planets', dealing

with the proposal to build a replica and a description of the Museum of Science and Technology at the old L & M station at Deansgate. Colour photo of a Class 321 BMU in NSE livery. Definitive article on Bewdley on the Severn Valley Railway in the past and in present days.

'Steam Railway' April:

Not of much value to modellers, but a story of the regauging to 5'3" of Flying Scotsman whilst in Australia....alarming until you look at the date of the magazine! Wonderful colour photo of the Glenfinnan Viaduct positively overwhelmed by the surrounding landscape...great modelling!! Two colour photo for the modeller, one of Medstead & Four Marks station (with much SR nostalgia) and one of Jinty No 7119 (with some unlikely polished piping!). 'The Glorious Years' has eleven colour photos, three of which feature the delightful 'grot' to be found at most loco sheds. Another two colour photos of use to modellers, one of a beautifully restored LNER teak sided Buffet Car (showing great variability of the colour of the teak) and one of a GCR four wheel carriage in GCR grey and umber livery.

'Steam Railway' May:

Not a lot in this one of value to the modeller, although this is an excellent magazine giving the enthusiast a real good up-to-date picture of the steam scene in Britain. Most of the colour photos are too small to be of much use, except for one on P.34 showing a great bracket signal with shunting arms on each doll. There's a lot of colour photos of "Maude" the ex-NBR J366 0-6-0 and of the Caley Tank 0-4-0T No 419 in an article on the Bo'ness & Kinneil Railway in Scotland, but on the inside of the cover is a superb colour photo (full page size) of a BR Std C1.444 tank 2-6-4T on a low girder bridge over the River Ouse

British Railway Journal No 26:

Photo essays on the MR Johnson Goods 0-6-0 and 1357 Class. Similar treatment of the Lancaster extension of the Knott End Railway. Signalbox plans and signalling diagram for Challock Junction, where the Glasgow & South Western Railway's line south from Ayr joins the Portpatrick & Wigtownshire Joint Railway line to Stranraer. Detailed article on Danzey (for Tanworth) station on the GWR's 'North Warwickshire line' from Birmingham to Stratford-on-Avon.

'Rail' No. 91 (March 9th - 22nd):

Colour photo of the body for the pioneer BR Class 60, No.60 001. Another photo (in colour) of the very plain new BR General livery of plain gray with yellow ends. Feature article on the rail systems associated with the Durham coalfield, with three colour photos of Class 56s in service and on shed. B/W photos of the cab fronts being built in the USA for the fifth Class 59. Colour photos of a NSE self propelled rotary snowblower (curious contraption) and one of its two support coaches.

(Extracts supplied by Ted Thoday and Alan Porter. They are, as far as possible, those which feature places which have modelling potential or which feature particular detail or which have good colour or B/W photos which could be of value to modellers as examples of weathering, texture, lineside detail, etc..)

The general type of articles are, for most part, not summarised.)

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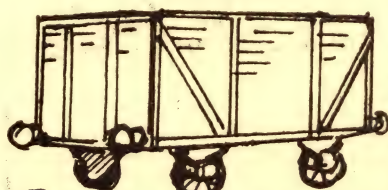
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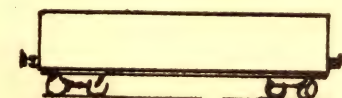
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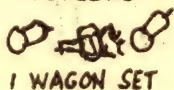
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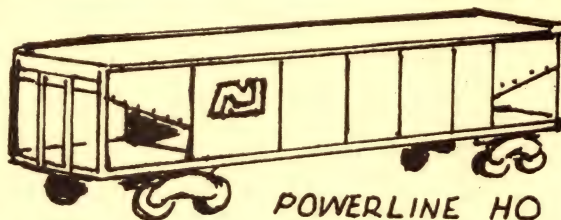
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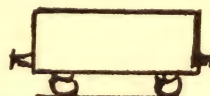


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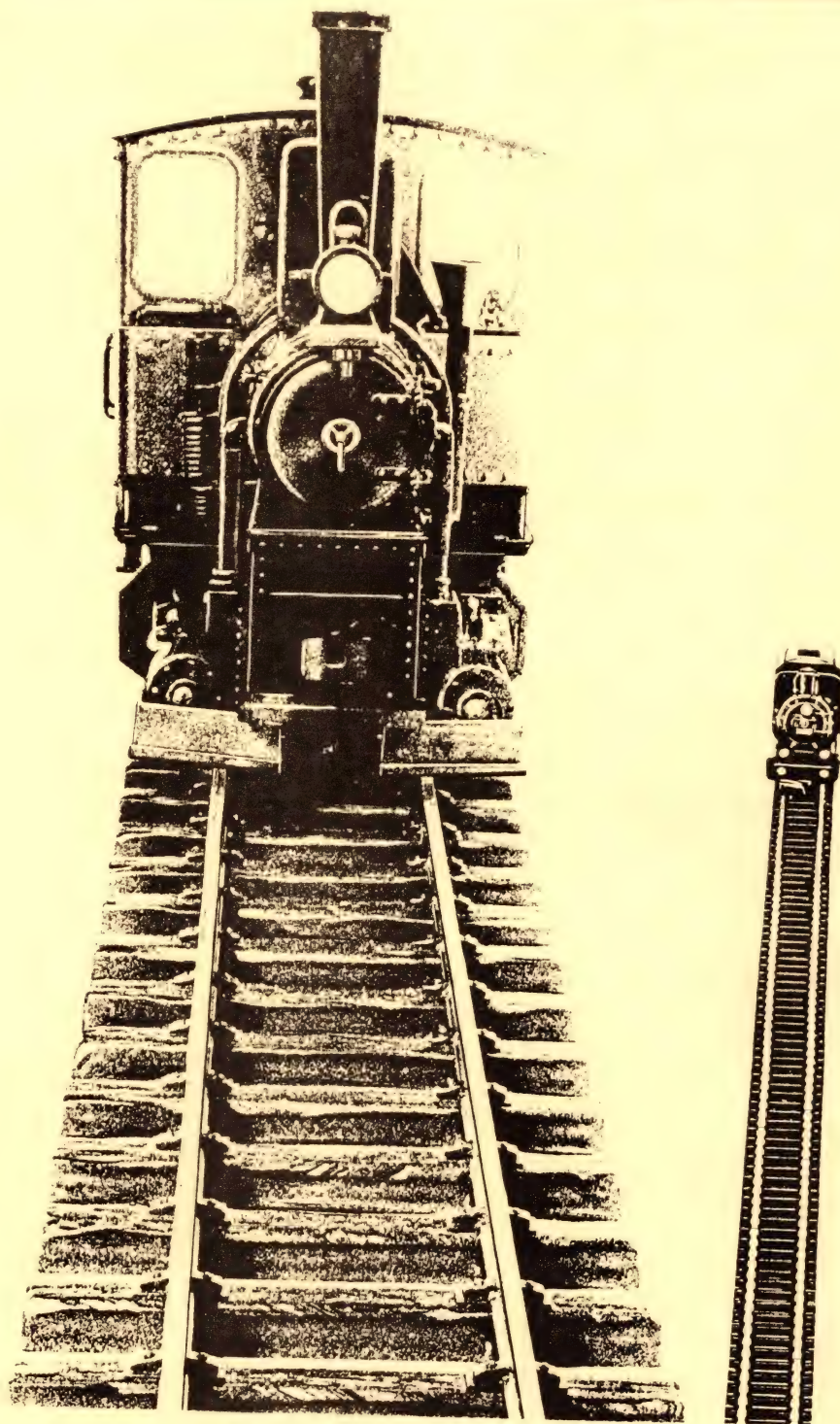
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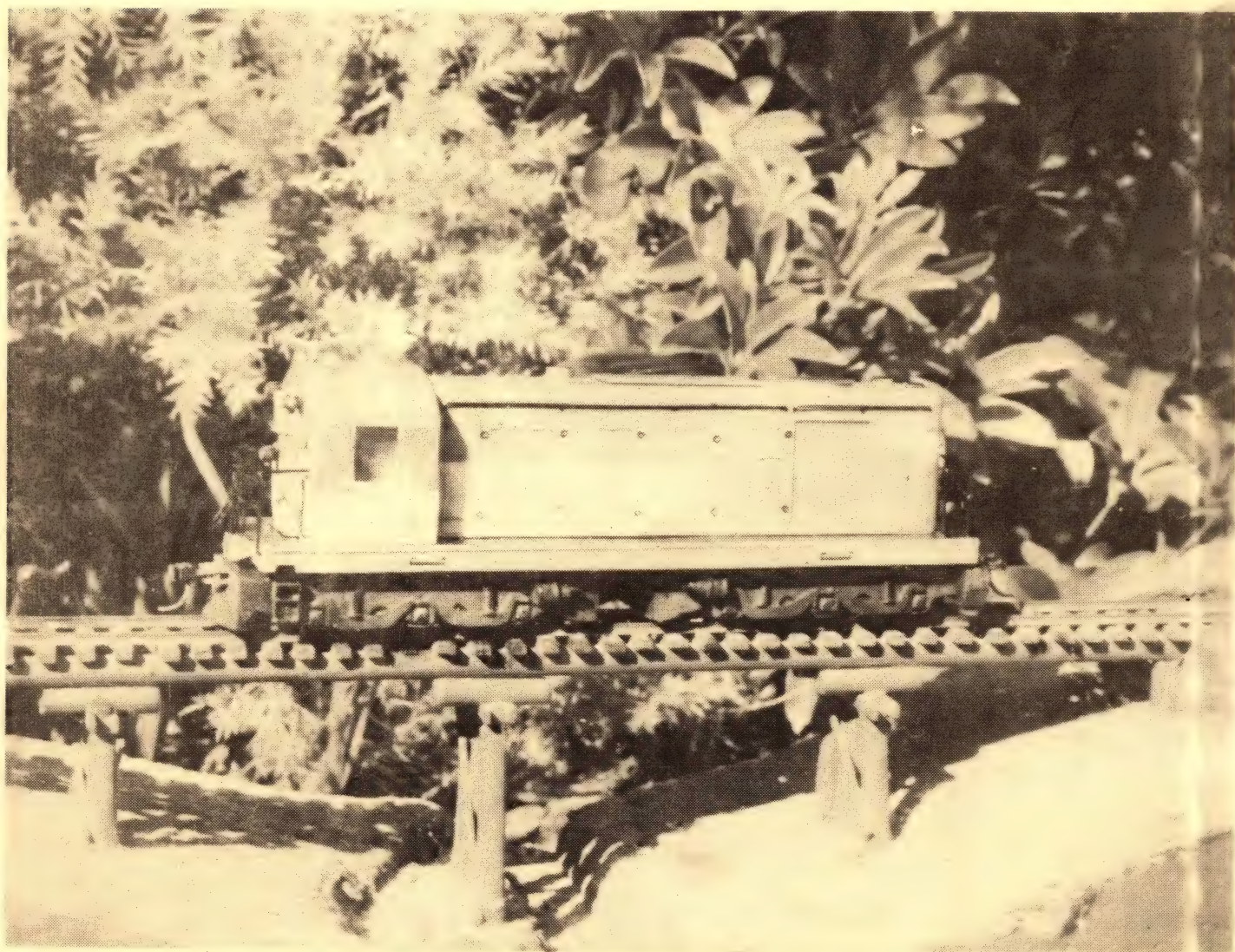
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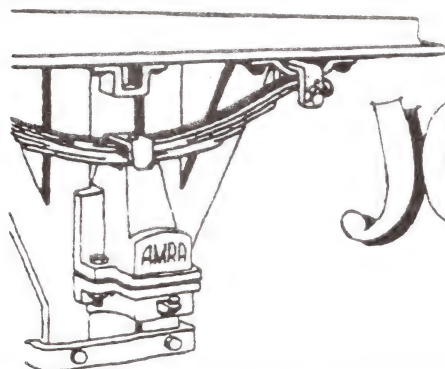
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Editorial JOURNAL BOX

EDITORIAL

I managed to ride on a few more trains during my recent trip, including the Nene Valley Railway out of Peterborough. I was able to pick the right day this time. One of the many things of interest was the engine hauling the train. It was No 3822, an ex GWR 28XX 2-8-0 heavy goods engine, on loan from the GWR Museum at Didcot, where it only has about half a mile of track to run on. On reading a publication called 'Steam Railway', it seems that it is becoming common practise for some railways to 'borrow' engines from other parts of the country for a season.

In the April issue of Steam Railway was a well presented article on how those 'so and so Australians' had regauged the Flying Scotsman to run on the Victorian broad gauge (5'3" or 1600 mm) freight only trackage of the Melbourne to Glenrowan line. The picture accompanying the article showed R761, R707 and 4472 on parallel lines at South Dynon loco. As an April Fool's joke, it was good enough to fool most people, particularly those who didn't know the VR system very well.

I also spent a day at the International Model Railway Exhibition, presented by The Model Railway Club at Westminster, near Victoria Station. There were 117 exhibits in the two pavilions, comprising 59 Trade stands, 33 Club and Society information stands and 25 layouts ranging from N gauge to Gauge 1 live steam. Of the layouts, six were OO scale, four were HO scale, three were N scale, two each in O09, O-16.5, O and S scale, and one each in S4, HOm, TT and Gauge 1 live steam and electric running on the same tracks. All the layouts were well presented, and many had been seen in Railway Modeller and similar magazines, and apart from the big ones, the one that took my fancy was the Western MRS HO layout 'Akten Vohwinkel', where two fixed video cameras enabled the operators behind the scenes to view the trains running on the front of the layout.

It seems to me that railways and railway modelling are still alive and well wherever we may be.

Rex Little
Editor

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Vale - Jack Houlihan

It is with deep regret that we report the death on 12 March 1989 of Jack Houlihan.

Jack was a very active member of the Branch, attending most activities. He was a very happy and outgoing man who was always willing to give help or advice when needed. He suffered a stroke eight years ago, and this forced his retirement, but rather than sit back and take things easy, he became really heavily involved in the hobby. His special interest was the electronic gadgetry side of the hobby. His layout was an experience to see in operation. Notable items of interest were automatic coupling and uncoupling, an ingenious hump yard and automatic train operation with point to point operation, continuous runs and a zig zag too. Most of the electrical equipment was adapted from old taxi meters and whatever other bits and pieces that Jack found which he thought would do the job. Although automation is not everyone's cup of tea, those who saw his layout were always impressed with his ideas.

On one visit to the doctor, he came home with a kitten. The doctor said that it would be good therapy for him. This kitten was always a source of good natured annoyance to Jack, with its adventures on Jack's layout. The kitten got as much pleasure out of the layout as Jack did!

At the time of Jack's passing, he was 68 years of age.

The Queensland Branch salutes the passing of Jack Houlihan, and we offer our condolences to his wife, Noela, his son, Ian, and their immediate and extended families.

Steve Malone

Vale - A.E. (Bert) Batch

It is with deep regret that we report the death on 1 February 1989 of Bert Batch.

Bert was a quiet, good-natured gentleman who became active when the Branch obtained its Clubrooms at South Brisbane. Bert was our first librarian in the then new Clubrooms, and spent many hours sorting through the Club's collection of books and magazines. He was very active with the Retired Members Section of the Branch until poor health curtailed this activity. Bert's modelling activity centred around the US railroad the 'Virginia and Truckee' in HO scale, with Bert scratchbuilding two locos, one a 4-6-0 and the other a 2-6-0. To achieve this, Bert went to night school four years ago and did a course in fitting and turning. In the words of fellow member Ken Innes, this was a remarkable achievement considering Bert's poor health. His health problems started in his childhood. Living near the railway line, Bert would pull himself up to the windows to watch the trains pass, blissfully unaware that the window sills were coated with lead paint. This induced lead poisoning which, in turn, affected his kidneys and his heart.

At the time of his death, Bert was 65 years of age.

The Queensland Branch salutes the passing of Bert Batch, and we offer our condolences to his wife, Audrey, and his immediate and extended families on their sad loss.

Steve Malone

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FROM THE MANAGING EDITOR

My apologies for a late issue last time, but we seemed to get delays all along the line.

A member has suggested that I write on the duties of the Managing Editor. Apart from writing this epistle every two months, the main role is a co-ordinating one. Duties include receiving mail, checking photographs as to suitability for printing, decide on caption size to suit the layout, forward articles to Helen for typing, receive typed articles and send to the paste-up person, send completed paste-up to printer, co-ordinate printing, collating and posting, and return photographs to owners (yes, I know I'm behind in that task!). Generally, the job is to keep everything moving as close to schedule as possible.

Any volunteers?

Roger Lloyd

ON THE COVER

Queensland Railways No 1177 was constructed by Glenn Wright from styrene on an Athern chassis and follows prototypical practice by having automatic couplers and no buffers. QR 1177 is on loan to Commonwealth Engineering at their Rocklea plant in Brisbane to shunt new electric locos.

Photo by Glenn Wright

Hints & Tips

From most good Engineers Handbooks - useful drill sizes to have in your tool collection. The information given is for the most common bolts used by modellers.

Size of Bolt	Clearance Drill	Tapping Drill
16 BA	1/32" or No 68	0.6 mm or No 73
14 BA	1.05 mm or No 59	1/32" or No 68
12 BA	1.4 mm or No 54	1.05 mm or No 59
10 BA	1.8 mm or No 50	1.4 mm or No 54
8 BA	2.3 mm or No 43	1.8 mm or No 50
6 BA	2.9 mm or No 33	2.3 mm or No 43
1/8" BSW	3.3 mm or No 30	2.55 mm or No 39
5/32" BSW	4.1 mm or No 20	3.2 mm or 1/8"
2.0 mm	2.1 mm	1.6 mm
2.2 mm	2.3 mm	1.75 mm
2.5 mm	2.6 mm	2.05 mm
3.0 mm	3.1 mm	2.5 mm
3.5 mm	3.6 mm	2.9 mm

Check out a local electrical retailer for an old second-hand vacuum cleaner, making sure the cloth bag inside is intact, or, if it is one using disposable paper bags, that replacement bags are still available for that model. Cleanliness is ever so important in a train room, and there is nothing quite as useful as a vac, Mac. It is best to have one for train room purposes only.

Does a Layout Need a Station?

by Steve Chapman

Almost every model railway, whether it was designed or just grew, has one or more stations. There are a few exceptions to this, and it is the intention of this article to demonstrate that a layout without a station may in some cases be an alternative worth considering. It may then be possible to fit an acceptable layout into a far smaller space than was considered necessary when you thought that you needed a station.

What is a station? This question perhaps needs to be answered first so that we can then determine what is not a station, but might be considered interesting enough to model in place of a station.

When many people think of a station they think of the passenger platforms first. The platforms are the most obvious part of the station to the public because that is where you must go in order to catch a train. This leads to many modellers' first mistake; they start to think that the platforms are the station, or at least that they are the most part of it. These modellers determine the length of their station as being the length of their platforms and therefore don't have a true idea of how much space a station really takes up.

The correct way of determining the size of a station is to take the distance from the outermost home signal to the most advanced starting signal. These signals define the station limits and everything within these limits can be considered to be part of the station. Also the station limits need not be at the same point on each of the tracks through the station in the same way that some stations have their platforms offset from one another.

It has been suggested on a number of occasions that a typical small station is between two and five times the length of the platforms. Therefore if we were intending to build a layout having a station capable of properly catering for an eight-car train in HO, then we would require platforms of about 7' to 8' long and the station would be somewhere between 14' and 40' in length. A station capable of taking a scale length train thus turns out to be a very big thing.

There are a number of solutions to this problem. The one that most modellers choose is to reduce the train length and compress the station. They perhaps build a station for a five-car train that is 10' long where special complex track formations are included to give direct access into parts of the station that would normally be accessed by shunting backwards and forwards within the station limits. Alternatively, they have an arrangement where a train shunting at one station is using the platform road at the next station when it shunts forward far enough to clear the points at the station at which it is shunting.

There is another solution to the problem of how much space a scale length station takes up. If your layout doesn't have a station, then you don't have the problem of selectively compressing the station in order to get it to fit.

The question then arises of what to put in the layout in place of a station. Plain track running through countryside scenery is what most people think of when they think of a layout from which all stations have been removed, and for some modellers for whom construction of scenery is the most important thing, this may present a practical alternative.

Most modellers enjoy running trains, and a layout that has just plain track running through scenery is not much different operationally from the basic train set. Their requirements are for something that has a little more operational interest than this, but how can we add interesting operation without adding a station.

One way to do this is to add part of a station. As we determined before, a station is a big thing, but if we only include part of a station, then perhaps we can fit something which is reasonably to scale into a layout of moderate size. In fact it may even be possible to build a layout that consists entirely of one part of a station with the possibility of building further parts of the station should additional space become available.

A good example of a part of a station that can be built as a stand alone layout is what used to be called the Motive Power Depot (MPD). Most railway modellers like collecting locomotives and many find that the layouts that they build will not allow them to have all of their locomotives on the track at once. A layout that consists of only an MPD or perhaps an MPD plus main line will give far more room to hold all of those 'spare' locomotives than a conventional layout would.

For people who like shunting, what better than a stand alone goods yard. Far more goods yard can be fitted into a board if the other components of the station are left out, thus making the yard look far more like the major marshalling point that you would perhaps like it to be. A layout of this type also provides an obvious setting for all of those goods wagons that you like so much but which would have swamped a conventional layout.

For the person who likes passenger coaches, a carriage depot with a large train shed where complete passenger trains minus loco can be stored away would make an unusual but interesting layout. Many large stations where trains terminate have some sort of storage facility for passenger trains when they are not required. Without having to take up space with the other parts of the station, a reasonable sized carriage storage facility could be built.

Any of the above parts of a station could be built as a stand alone layout. Many people though seem to prefer layouts with a continuous run. The solution here is to model your main line and attach whichever part of the station that you choose to it in an appropriate way. The main line can then disappear under a road bridge at one end of the layout with the rest of the station imagined to be beyond the bridge. An alternative which would suit the person who likes all types of rolling stock is based on this solution. Your model can be designed to represent the approaches at one end of the station being laid out to scale and modelling as far along the station as you have room to fit into the available space; a road bridge can cross the station at an appropriate position to act as a scenic break and the rest of the station is then imagined to be beyond the bridge.

Of course, it is also possible to build an interesting model railway which doesn't even have part of a station.

Imagine that your line is at the top of a hill up which it is necessary to double head trains. You can then model the appropriate tracks required to break the extra locos off the train

and send them back down the hill. This would not be a full MPD as that would usually be at the bottom of the hill, but a few tracks might be required to hold locomotives until a gap in the timetable permits them to return down the hill. Just think of the operational interest that you will get from sticking an extra loco on the front of every 'ascending' train in the fiddle yard and taking it back off and sending it back while on the layout proper. This also gives a reason for having all those extra locos that you couldn't resist buying.

What about modelling the interchange tracks between two main lines. Even if you don't have the space to model both main lines as continuous runs, you can still build an effective model of this type, provided that each main line disappears off stage into a sufficiently large fiddle yard to be capable of remarshalling trains. A layout of this type would have several advantages which include -

- 1 an obvious excuse for locomotives belonging to two companies;
- 2 again a need for all those extra locomotives, and
- 3 a reason for quite a few goods wagons.

The fiddle yard(s) can always be shared between the supposedly separate lines.

An industrial feature such as a coal mine, dockyard, or any other sort of industry could also form the basis of an interesting layout. A layout of this type would suit a person who likes shunting goods wagons and who perhaps likes collecting odd locomotives which he could repaint into supposed private company livery. Also a perfect excuse for running small steam locomotives and modern diesels on the same layout since the steamers could be privately owned and operated by the industry itself.

If sufficient space to model worthwhile industrial sidings is unavailable, then an alternative would be to model interchange sidings where company

locomotives pick up wagons going to the industrial area that the 'real railway' locomotives have dropped off and vice versa for wagons coming from the industry. An arrangement of this type would be similar to, but less complex than the interchange between main lines.

Layouts of the types described are particularly suited to the modular layout approach. A group of modellers get together and each builds a layout along the lines of the ideas presented above. These layouts are designed modular fashion so as to permit them to be connected together.

Modular layouts of this type allow for construction of quite complex track plans. If each member of the group were to build a different part of a station and they were designed to be hooked together, then a rather major station (perhaps taking up quite a lot of space) could be assembled. Alternatively, a number of small industrial layouts could be hooked together to form a large industrial area with perhaps a set of interchange tracks hooking it into the main line (may be at the major station that another group of friends put together).

The result of this type of modular set up is that by modelling a part of the feature each as separate modules rather than compressing to get the whole thing into one is that a true scale representation of some typical railway feature can be presented in a space typically used to display a number of greatly compressed (and therefore not so realistic looking) versions of the same thing.

There are many more possibilities for model railway layouts which do not have a complete (although usually dramatically compressed) station. So next time that you decide to start planning that new layout, stop and think, 'Do I really want to build a layout that is just the same as everybody else's, or will I dare to be different and build one without a station?'

Buffer Stop Weeds

by Ted Ward

Buffer stops at the ends of sidings are a facet of the model railway world which has not been dealt with in these pages for some time. A buffer stop is, of course, the end of the line, and as such, tends to be ignored. Like the full stop at the end of a sentence, it is only missed if it is not there. An examination of buffer stops themselves is not the purpose of this discourse, but rather the weeds and accumulated debris which tend to pile up under and around said buffer stops.

The weeds which are most likely to be found growing up and under buffer stops are usually species which are native to the area. As modelers, we are perhaps limited in portraying weeds to the urbane and to the non-exotic types which tend to proliferate in railway yards. Modelling materials generally used include flock, coloured sawdust, ground foam and dried weeds painted green. This last is probably the best method if accurate representation is really desired. There are only a few expedients which can be used to allow some variety between the greenery to be found growing unattended around a number of perhaps adjacent buffer stops. It is worth considering

whether such growth should be modest, abundant, luxuriant or wildly rampant! It is most likely that only modest growth, the mark of a well maintained model railway should be represented. Actually, the amount of growth apparent is an indication of how active is the Yard Gang, whose duty it should be to chip and poison weeds.

The modelling materials previously mentioned, ground foam, etc, should be applied with PVA glue to small twigs and then some greenery simply attached to the area under and around the buffer stop. It may be appropriate to obtain some weeds or flora from an actual buffer stop and dry and then paint it to represent the real thing.

The author was taking note of the growth of weeds and grass under a buffer stop near his work-place with a view to writing this paper when lo, one afternoon, it was found to have been sprayed with weed killer. Within a few days, almost every weed had withered and died, finally becoming shrunken wisps of poisoned straw. If this scenario is to be repeated in model form, perhaps TWO masses of vegetation could be prepared, one in original green and one in the faded brown of poisoned weeds. The two could be alternated seasonally, thus representing different times of the year or different times that the Poison Gang sprays weeds in the area.

Modelling Queensland Railways in HO Scale

by Geof Coleman

Building models in Sydney is a little awkward when the prototype is so far away and the other modellers are not in close contact. However, my burning desire to recreate the Queensland scene and the many and varied wagon types has led me to low cost innovations. From photographs in ARHS (Queensland) publications, and drawings sent to me by several well known Queensland modellers, I have been able to build many structures and rolling stock items.

Some structures have been kit bashed, like converting 'Ratio' brand lattice post signal kits No 486 (LNER) to Queensland lower quadrant semaphore signals. My Cl6 Baldwin (2-8-0) was kit bashed from a model die casting HOn3 2-8-0. I think this could also be used as a basis for a Cl7 with a lot more kit bashing. My B11 Baldwin (2-6-0) was a brass far eastern distributors spartan series HOn3.

Scratchbuilding provides the greatest rewards. A jeweller by trade, I prefer steam loco building in brass, diesels in styrene.

Structures and rolling stock I like to model in balsa, scale timber, cardboard or styrene. My old rule was, if the wagon was of wooden construction, then I would model it in wood; if it was metal construction I would model it in styrene or enamel painted cardboard.

Now my skill level and techniques have de-

veloped and I can comfortably model in styrene and recreate wood grain finish which can be further enhanced with brush painted instead of air brush.

While moulded sole bars, journal boxes and guides exist, I simply enjoy fabricating these parts piece by piece. In HO scale this can be tedious, but beauty is in the eye of the beholder. The diversity of detail in QR wagons of the same class is a feature of Queensland Railways which allows the modeller some freedom. To the point that if one makes a mistake or your skill level limits the quality of modelling, well at least there is a prototype for it in QR.

While the S scale modellers have some advantages in sourcing components, HO scale offers other no less valuable advantages. Clarity of scale is more forgiving; layout trackage for a given area gives a little more space. Accessories such as model cars, trucks, people signals, trees, commercially available kits of buildings and structures are more readily available.

Just the same, I can't help admire the results our S scale trendsetting modellers attain.

While I feel a little lonely modelling QR in Sydney, I can't help thinking there are other modellers (HO) out there who feel the need to communicate with others in a similar predicament. In future articles I will describe some of my model construction projects and hope that other modellers might offer their stories.

"Overpowering" of Trains

by Ted Ward

Some of the first model trains that most of us ever operated were 'overpowered', that is, one large engine and only two or three pieces of rolling stock. Such is the nature of train sets, and they will be probably be ever thus. The economics of retail supply are such that all a train set needs is an engine and a couple of 'carriages', as the unknowing refer to anything drawn by an engine, be it a Pullman sleeper or a tri-level automobile transporter.

The polemics of train sets aside, it is worth noting that sometimes the prototype 'overpower' trains, that is haul a small train with a large engine. The reasons for this can be many, and are usually such as simply moving the engine to a new location and using a small train out of convenience rather than waiting for a perhaps more suitable large train. Indeed, often no train at all is attached to the locomotive/s being transferred, and so apparently meaningless movements can sometimes be observed. There is always a reason for prototype operations, not like the random operation apparent on some model layouts.

'Overpowering' is a phenomena of concern to prototype railways in that it does not contribute to the economic efficiency sought after by cost-sensitive administrations. Similarly, when choosing motive power, it is wiser to obtain appropriate power for the type and size of train anticipated to be modelled rather than just selecting an engine on looks alone. Certainly, the argument can be raised that 'It is my railway and I'll run whatever I like', but the day may come when a closer attempt at realism will be pursued, and

then the realisation that switchers or tank locomotives would be more appropriate than articulated steamers or SD40s will probably lead to changes having to be made. Either way, it is probably best to think about the size and type of locomotive required rather than simply buying something which catches the eye.

Prototype railways are in something of a dilemma on overpowering, as trains generally these days are larger and faster and thus require larger locomotives. Consequently, when a small train is required to be run, often overpowering is simply the result of no other type of locomotive being on the roster. Nevertheless, instructions on the matter have been promulgated for the guidance of drivers, train controllers, locomotive rostering staff and all concerned with train running operations. It is important to remember that 'overpowering' of trains in instances where the power is not required is costing the railway money and making for inefficient train running operations.

Modellers concerned with realistic allocation of motive power should remember that unnecessary overpowering of trains in the prototype causes low fuel efficiency and non-productive costs that give no return for financial outlay and make overall train running operations inefficient.

It is important to remember when allocating even model motive power to a train moving task on your layout, provision of overpower is not desirable.

An example of 'overpowering' of trains is the use of a heavy freight locomotive for suburban traffic. Suburban coaches are usually lightweight free running vehicles designed to be quickly accelerated away from each stop so as to keep train services on the move. A freight locomotive is certainly able to provide an abundance of power, but acceleration is not a necessary feature of their performance profile.

When an additional locomotive is included in a train for traffic purposes, i.e. its movement is necessary to facilitate some future train movement such as a special tomorrow, it is not normally moved under its own power. This is an opportunity to use an unpowered model (dummy) as a vehicle to be delivered to some other motive power depot on your layout. This is yet another legitimate train movement which can be included in your schedule or timetable.

All of the above notwithstanding, it is acknowledged that some trains are deliberately overpowered by the prototype to meet fast running schedules to provide the necessary service to customers when required. It is remembered that

on occasion, a visiting VIP, usually some member of our own or a foreign royal family has warranted the provision of a special train, of short length, light weight and great head-end power. Such trains are usually preceded by a light engine, that is a single engine proceeding by itself to act as a pilot train, to ensure that there are no obstructions on the line and that the line is in good order.

In conclusion, it can thus be said that there is probably a prototype for powering ANY train with ANY engine, overpowered or not. With all of the above in mind, overpowering is not a desirable routine activity and your locomotive rostering staff should be sent a memo discouraging the practice wherever and whenever possible.

A Thought to Ponder - On the Journal

by Ern Raddatz (no Branch)

The announcement by Roger Lloyd in the March/April Journal that he will be resigning at the end of the year as Managing Editor and printer of Journal has reminded me that in an earlier issue he said he would like to have a personal computer, a laser printer and the necessary software purchased by Fed Com to enable modern 'desktop publishing' of the magazine to be undertaken. The page layout and typesetting would be done on screen and the printer would produce the art work ready for printing.

Roger said the reason given by Fed Com for not agreeing with his suggestion was that it would be necessary for the annual subscription to be raised above the present \$10 level. But if it would make life easier for those who give their valuable time which could be put to other use in the hobby, and, at the same time, produce a better Journal, why not?

I have an idea in which the money could be raised without resorting to an increase in the annual subscription. Now I do not know what the equipment would cost, so the figures I give are straight off the top of my head and may be more or, even better, less.

Have you worked what it would cost per member per year for, say, five years to pay for such equipment? According to the Federal Secretary's note in the April Journal, we have a membership of 851. At \$2 per year per member for five years this would raise \$8510, which would provide a substantial amount towards the new technology. I doubt if too many members would object to a special \$2 annual levy for the five years to raise the required amount if this money was to be allocated for Journal publication and not to go into general revenue. And remember, it is only for five years; after that time the levy would be discontinued.

Because I am now located in Snowtown, I am not able to visit a branch, although I intend to make an annual trip to Melbourne should the Old Vic continue to hold its Moomba Exhibition and/or to Perth to witness their carryings-on, my main connection with the Association will be through Journal. Without that paper I doubt if I would remain a member, and I, for one, would be prepared to pay a subscription of \$12 a year for an improved Journal.

When you consider it, all you actually get for your \$10 is Journal which, at six issues a year, works out at \$1.60 per issue. Which is not bad when you consider what it costs per issue for the other model railway magazines. Look at the remarks in Branchline about the cost of Practical Model Railways. The additional \$2 only brings the cost of Journal to \$2 per issue which is still value for money.

My subscription to the SNCF Society is \$12 a year, and most of that is for air mail postage on the SNCFS Journal which is published four times a year. I get more out of the SNCFS Journal than I do the AMRA Journal, but that is no reflection upon the efforts of the AMRA editorial staff. It's simply because the SNCFS Journal publishes more material directly about my modelling preferences. The AMRA Journal contains matters of relevance to my general model railway interest, but I doubt if there are any other members who follow my particular interest which must be the reason why 'Allo 'Allo was not a success.

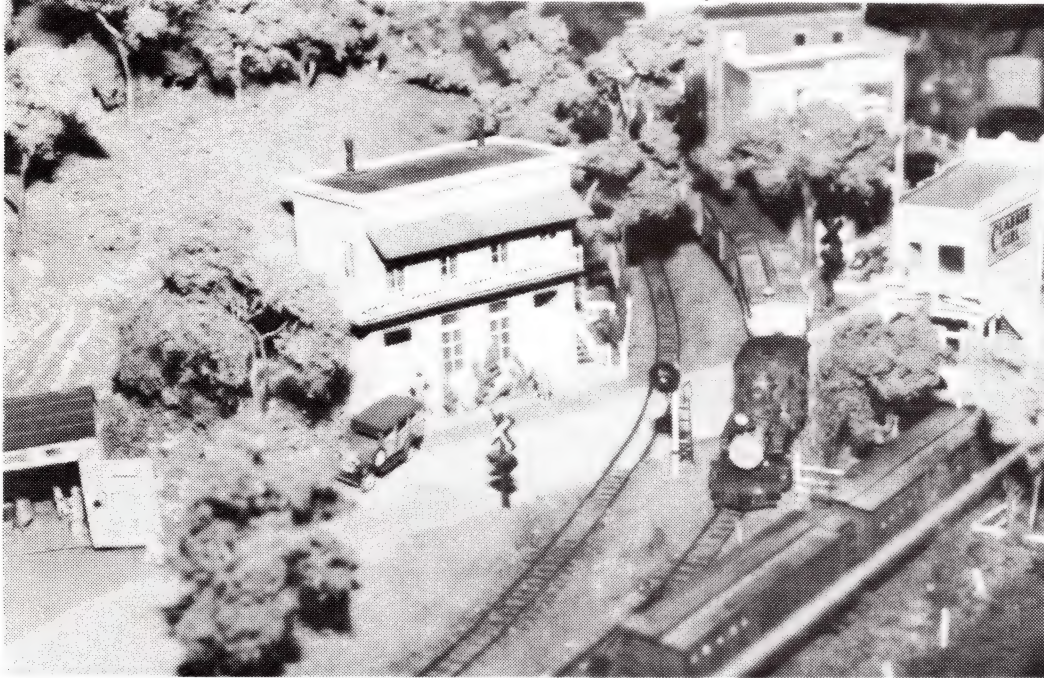
Other than for improving Journal or making life easier for those involved in its production, there is no real reason for increasing the annual subscription. Roger did suggest that it could be used to bring representatives from other States to the Federal Annual General Meeting. Personally I think that that suggestion is not feasible. Paying the return air fare, accommodation, meals and so forth just to bring a member from Victoria or Queensland would not leave much change from \$1000, let alone bringing representatives from the West or the Northern Territory.

A much better way than that would be to only let a State have the Fed Com for, say, five years then it would be taken over by another State. An objection likely to be raised against this suggestion would be along the lines of 'But what about the archives?'. Well, a quotation from a garbage disposal company would take care of that in short order.

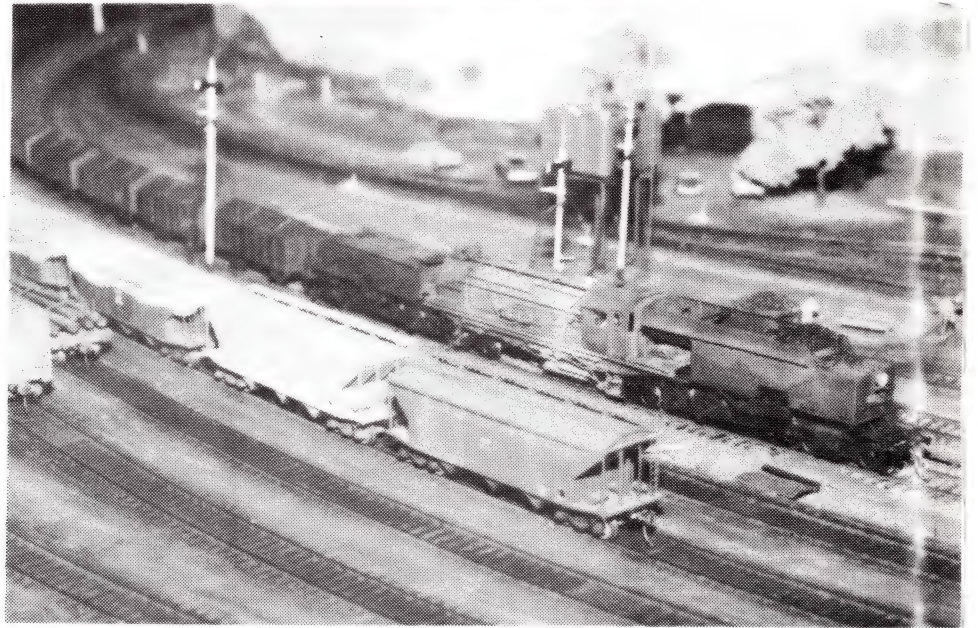
In another thought to ponder over, I will be asking how relevant is the federal organisation, but for the moment the question I have presently posed is a thought for the members to think about. Arguments for or against and counter proposals are invited.

1989 Victorian Branch Exhibition

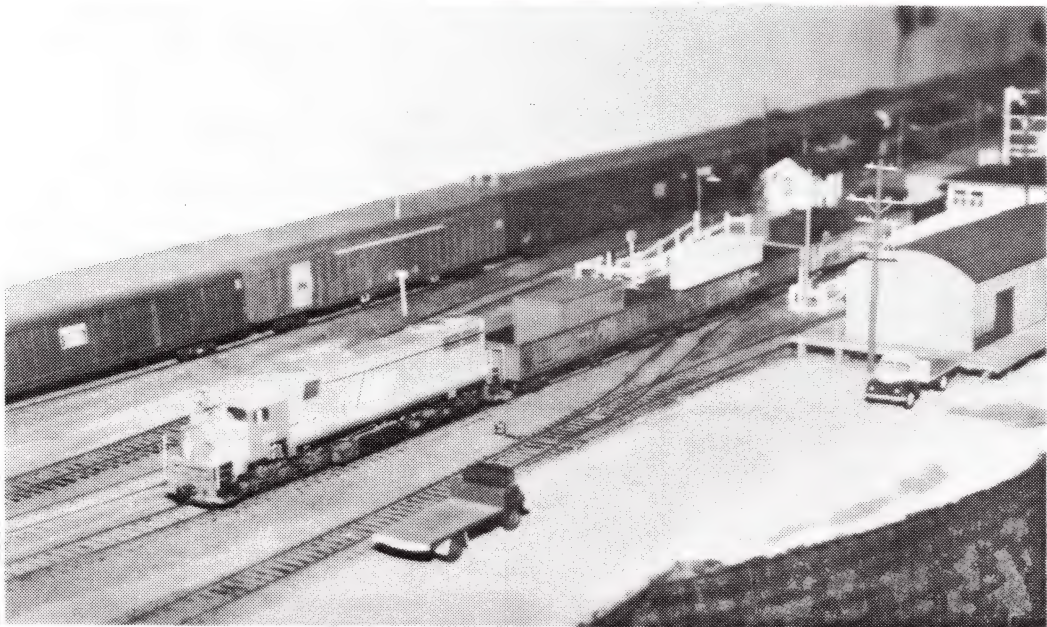
Photographs by Geoff Brown



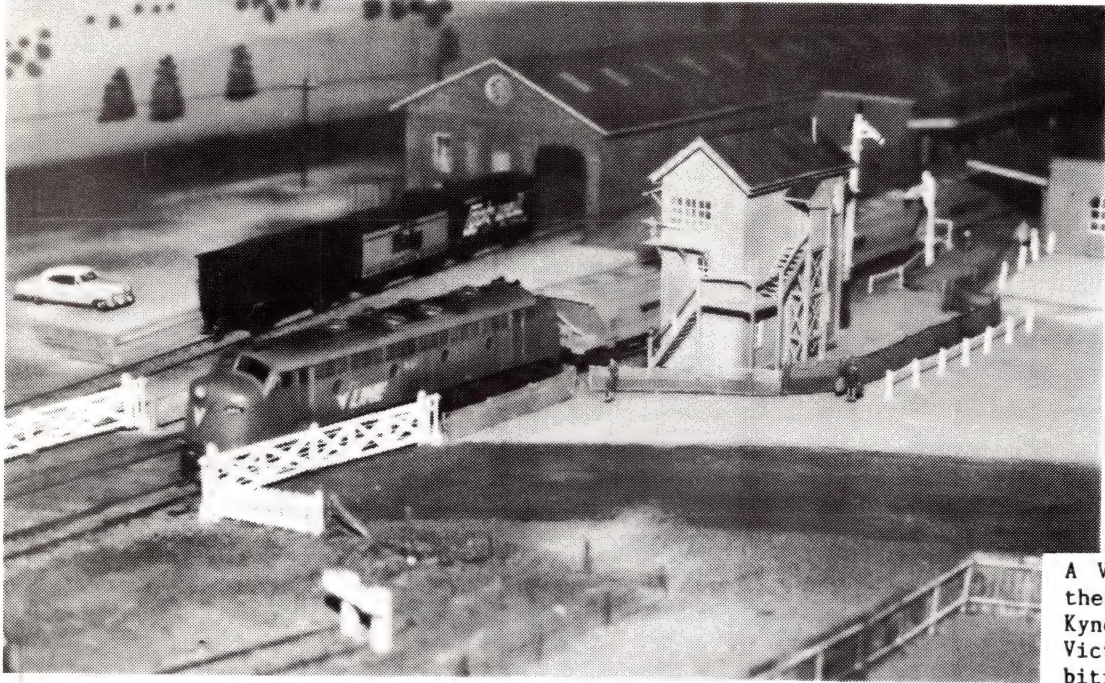
Three interstate layouts were featured at the 1989 Victorian Branch Exhibition. This is a scene from Franklin County.



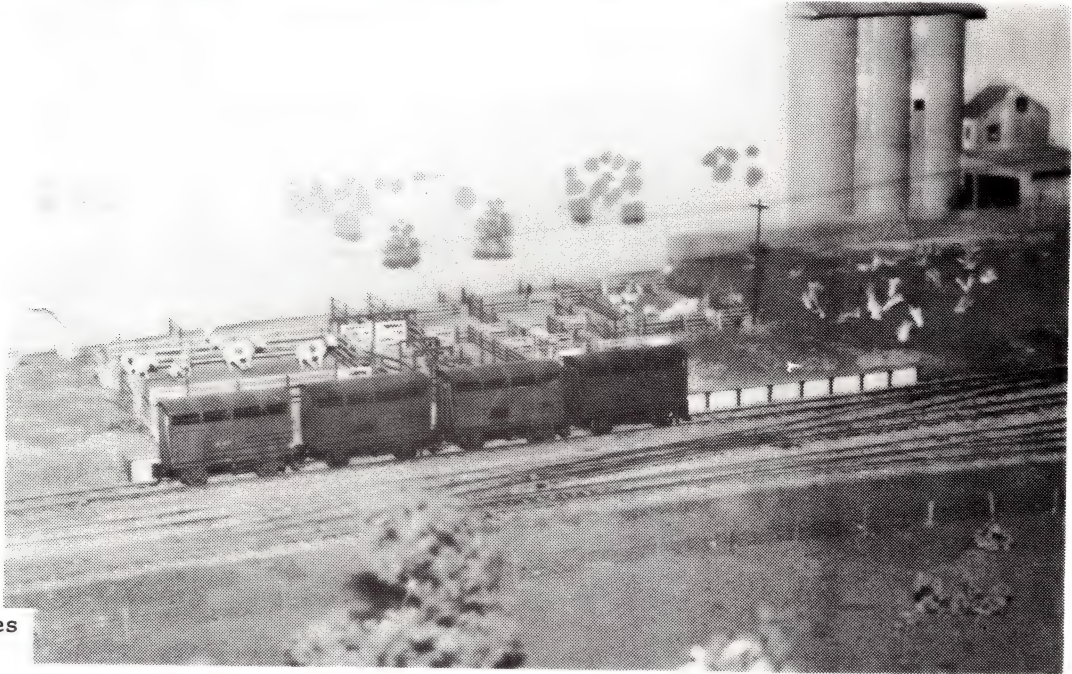
The 60 Class Garratt is hauling a wheat train through Crafton.



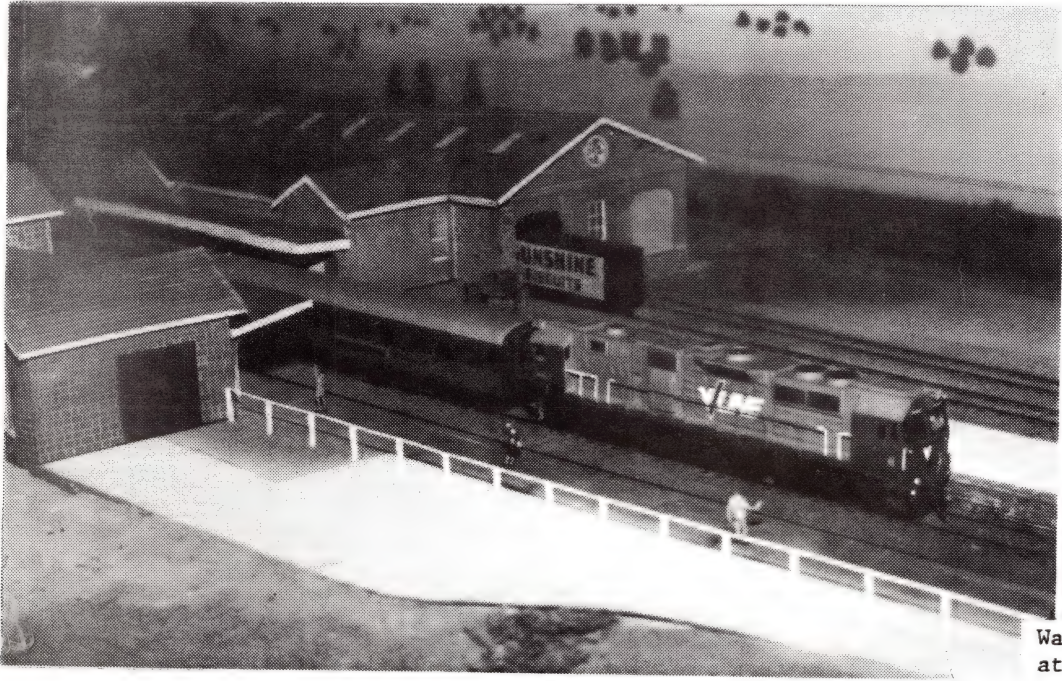
C class on the broad gauge on Broadford



A V/Line B Class crosses the level crossing on Kyneton at the 1989 Victorian Branch Exhibition.



Stock and Grain facilities at Kyneton.



Warwick Brisbane's N class at Kyneton Station.

Learning From the Prototype

Part 1 – Save All the Valuable Energy

by Ted Ward

When the continuing advances in technology leading to more efficient locomotives, coupled with the reduction in the number in a train crew, usually by the elimination of the poor old guard, trains are being operated more efficiently by modern railways. With the increasing opposition being afforded by transport competitors, often by using technology developed by the railway itself the competitors to our railways are affording considerable opposition, and indeed, getting even closer to usurping the railways long held position of Number One People and Goods Mover.

With every possible efficiency being effected in the other aspects of train operation, attention has been turned once again to practising energy conservation. The slogan Save All Valuable Energy i.e. SAVE, has been adopted to promote the concept of conserving fuel.

The following points towards efficient operation of prototype locomotives can easily be replicated in the way we operate model locomotives. The notes are designed for operation of diesel engines, but some of the principles can be utilised in driving a steam engine.

The following is copied verbatim from a notice distributed by one of Australia's most successful railway systems, and acknowledgement and thanks are given for allowing publication.

YES - WE CAN BE AN ENERGY EFFICIENT RAILWAY

In practising energy conservation, you the driver can help by the following:

LOCOMOTIVE SHUT DOWN

When opportunity exists, locomotives should be shut down to conserve energy. Follow existing instructions.

LOW IDLE FEATURE

On locomotives so fitted, centre the reverser if the locomotive is to remain stationary for some time.

MOMENTUM

Momentum used wisely means fuel saved. Use train energy on the move to conserve fuel.

DYNAMIC BRAKE

Dynamic brake operation is more cost effective than air brake use. Use it when possible for reducing and controlling speed. Extended Range Dynamic Brake is very effective in lower speed ranges. Use it to bring train down to low speed prior to stopping.

CHARGING THE BRAKE PIPE

Do not unnecessarily rev diesel engine when pumping air. Return throttle to idle as soon as the main reservoir gauge indicates normal cycling between cut-in and cut-out pressures.

THROTTLE USE - MODULATION

Pause between notches when altering throttle setting. This will allow the locomotive load control system to provide for a new fuel setting required ensuring efficient fuel use.

COASTING/DRIFTING

When train running conditions are favourable, allow the train to coast or drift as a means of conserving fuel.

ENERGY COSTS MONEY - OUR MONEY - USE IT WISELY



FROM THE MAILBOX

The Editor
AMRA Journal
Dear Rex

I can say that at least since the end of 1968, every new member has received a copy of the Federal Constitution, current at the time.

In 1983 a revised one was printed after ballots had been held and members were invited through the Secretary's Desk to contact the Federal Secretary if they wanted a copy, and as a result of the interest shown in constitutions, no one did.

In 1987, following some input from the Branches, a further two ballots were held and a grand total of 103 out of 823 voted. The reprint of this version was distributed through Journal. Admittedly a couple of pages were transposed, but these were corrected in the next issue.

But it is evident from recent letters in Pop Valve that some members have not read the Federal Constitution in its proper context.

It must be pointed out that Clause 12 is the only one that has any bearing on Branches and Sub-Branes; all the others deal with aspects of the Federal body, so any attempt at juggling these clauses to claim they effect Branches is just plain ignorance.

One letter made much play on how the Federal Committee is elected. Just 11 nomination forms were received by the Federal Secretary prior to the last AGM, of these two were useless as they nominated Keith Wilcox as President, even though on the form it was indicated that he would not be seeking re-election, two were complete and signed by the nominees, one was for Graham Larmour, the other for Steve Chapman. The other seven were nomination and seconds for Brian Tyson as President and Harry Gibson, Ken Edwards and myself as Committeemen. This state of affairs has been par for the course throughout the life of AMRA.

Yet that body 'Fed Com' have been accused of wanting to hang on to office at any cost. Hells bells, what honour and prestige is there supposed to be on being on the COM, the receiving end of more brick bats than bouquets. I bet if there was any glory, we would be overwhelmed with nominations. I am only sorry that members in other States have had to see so much space taken up in Journal in recent issues with the verbiage over constitutions and the NSW Branch.

We went through a similar 'political period' some few years ago which resulted in members dropping out in scores.

All this arose from a personality conflict and an attempted coupe that backfired, the welfare of the Branch being the last consideration and any statements to the contrary are plain bull.

Norm Read
New South Wales

The Managing Editor
AMRA Journal
Dear Roger

One lesson that I have learnt in recent months about our much publicised hobby with its numerous how-to-model magazines is the less you write, the less you read, the more time you have to spend on your own model trains. But sooner or later you need to have a break, and when you do, it is very nice to be able to sit back and relax with a cuppa in one hand, and our Journal in the other.

It seems that some members are of the opinion that model trains make model trains, and when we put them away in their boxes at night, the trains somehow seem to get together and organise our Association for us. Let us just get back to reality. Behind every model train there is a human story, and behind every model train association there are a group of human stories. Just as we model different railway scales and gauges, so do we model different human ideas and opinions. Just as we like to exhibit our different model train creations, so do we also like to exhibit our different human problems created by our model trains - hopefully via a model train magazine such as our Journal. All of the members who just want to keep dropping everything to build the latest how-to items on offer in this issue of Journal - that's fine. You turn over the page, find that section and get to work putting them together. However, all of those who want to relax for a few minutes longer and share a human dimension to their modelling and in their association, and/or who just want to keep pace with what is happening at our clubroom and the human reason as to why - then stay with me and read on.

Please allow me to be one of the members to congratulate Margaret Goldrick and Charles Nightingale on their thought provoking and moving human story about the NSW Branch in the March Journal. Here are two people who obviously really do care about what the NSW Branch has accomplished under very difficult circumstances. A mirrored reflection back onto the 1988 NSW Branch Committee's work and guidance. It is always very easy to criticise, but oh so hard to praise. They overcame this hurdle to bring us an excellent report and very well written that has certainly influenced me.

It does pay to rummage through your old Journals, and surprise, surprise. Recently I came across a very relevant how-to article in the July 1987 Journal No 179 where Roger Lloyd was explaining about Journal deadlines, i.e. 15th even month deadline for general articles, State News and all articles with photos; 25th even month deadline for letters to the Editor. I have detected some general confusion over these two dates. I myself had been incorrectly using the earlier 15th date as Journal's deadline for everything. As a suggestion, may be I had been doing the right thing afterall, because perhaps LONG letters to the Editor should be in as early as possible. Although this letter is running later than usual.

Allow me to also congratulate the 1988 NSW Branch Committee because of their request for contributions from the members, which, in my opin-

ion, was a magnificent gesture. The existing old NSW Constitution does not require the Committee to submit any draft copy of constitutional changes to the members for comment (I hope those NSW members who did make the effort to reply did pick-up that revelation and include it as one of their amending suggestions for the future new Constitution). Quite obviously the NSW Committee has ignored the existing NSW Constitution's slackness and adopted a new State-wide communal attitude. Apparently they must have said something like - "Let's not hold a meeting just for the locals, instead let's get ALL the NSW members involved via postal correspondence". Well done Bob! You and your team deserve our praise for that. I had given up expecting any request, because it is very rare indeed to have a Committee engaging in action 'above and beyond' the requirements of the Constitution.

STOP PRESS! An important news flash has just been received here in Sydney, interrupting my writing of this letter.

....Dateline Sydney Thursday 20 April 1989 stop New Constitution was submitted to AMRA NSW members today for voting within five weeks stop NSW Committee has rejected many good suggestions submitted earlier by members for inclusion into that Constitution stop The Committee's detailed reasons for the rejections will be released at the NSW AGM on 6 May stop End of message...

I don't know what that is all about, and I don't have the time right now to figure it out. So I will just keep to presenting my prepared script.

I therefore make the prediction that those candidates who will fail at the NSW AGM will be those standing on issues. Because the membership majority are demonstrating loud and clear that they are not interested in issues. It therefore becomes easier to further predict that the winning champion contestants at the NSW AGM will be those persons with outstanding personal attributions, e.g. very regular Clubroom attendance, have a workable flexible personality and have fixed but not obsessively destructive solutions to the human problems our model trains create. I will be looking forward to seeing if I am right.

On such short notice (because I have been tied up with other matters), I have not had the time to investigate Journal's publication problems, therefore I cannot wade too deep into that dispute at the moment. My memory recalls that Roger Lloyd has been insisting on have a membership fee increase to maintain or improve the current quality of Journal. My understanding has been the Federal Committee was refusing to raise our fees and preferred Journal to jump into an unknown future. As we have just learnt, now Roger, in sheer human desperation, prefers to stop publishing Journal altogether, whether the fees are raised or not. Also from Harry Gibson's letter in the March Journal, I detect the Federal Committee may have shifted onto neutral ground and are now waiting for us to tell them what we want them to do. On this understanding of the evidence, it would seem that the Federal Committee should be getting some various format quotes from two or three publishers, and then reproduce those detailed quotes in Journal for our discussion. As a wild suggestion, may be Western Australia or Queensland Branches might be interested in supplying one of those publishing quotes or know someone else who will. According to the credits shown in Journal, the current printer is the AMRA Victorian Branch, not Roger Lloyd. Therefore, I don't fully understand what is happening. If Roger is stepping down, wont someone else replace him from the Victorian Branch? If not, why not? At a guess, may be Roger owns the printing equip-

ment and the Branch members have been helping him to publish Journal? If this is so, would Roger be interested in hiring his printing equipment to the Victorian Branch FOR A FEE? (The printing equipment is owned by Victorian Branch and operated by Roger Lloyd - Managing Editor.) (Please note I have no idea how delicate that equipment is.) If Roger is interested, for how much? Would the Victorian Branch be interested to take over Journal's publication without Roger? If so, for how much? Some time later down the railway track, when these pieces of information and quotes have all been gathered, presented and discussed, may be Federal Committee might then like to put to the membership a postal vote on which choice/quote/format should be accepted for our future Journal. In the meantime, just to get the discussion snowball rolling, how many members out there would be willing to pay a higher fee for an improved magazine service, i.e. for a JOURNAL EVERY MONTH. The outdating problem with my last Journal article arose because Journal was two months behind with the news on what the NSW Committee was doing. Therefore it seems to me what we are really in need of (after a printer) is a more up-to-date news service which would be less embarrassing for all of us. Of course, I naturally realise that a Journal every month would only contain HALF the present contents. The writing work if it remained the same would be evenly spread over two one monthly lots. The printing work would be double, and that would blow out the cost. I suppose it would be a luxury that most might reject, but out of curiosity how much for such a dream? How much for a more-news more-often speed service to provide us with at least a 'oneupmanship' over our main competitor's association with their once every two months glossy magazine? May be the Committees might not be in favour of a Journal every month on the grounds that they already know what is happening, and therefore the extra cost to them for such a service would be considered a waste of money. However, I wonder what the ordinary member who usually remains away from the Clubroom thinks on this issue? The ordinary member who currently never knows until two months later what has been happening. I suppose we will have to wait another TWO months to learn of this reaction.

Another dead issue according to Journal reaction so far, but very popular at the Clubroom, is the current debate over whether ALL AMRA members should be given the vote. At the moment only attending AMRA members can vote at the State AGM. It is a sobering thought when one realises that the majority of us have never in our life been able to vote for a candidate to represent us on an AMRA State Branch Committee (and if all that research of mine was correct in the last Journal, perhaps I should be saying, on ANY AMRA committee, although ONE Federal election many years ago may be the exception). In theory, if they put all of us State members on a bus, drove us to the State's Clubroom, we might be able to get through the crowd to register a vote. However, in reality this never happens. Therefore, the majority of us continue to miss out on having a vote for one AMRA excuse or another. As a result, some locals believe that attendance-only voting is not only an undemocratic voting method for a Branch which is allegedly suppose to be representing the whole of the State, but realise that it is also an impractical voting method because the State's Clubroom could not accommodate all of its State's members if they all decided to attend the State's AGM. The counter argument to this is that AMRA members outside the local area, even if they were given the vote, would not exercise their voting right anyway, because they would

not know who to vote for. However, I don't think that hundreds of uninformed AMRA members should be criticised and disadvantaged just because some AMRA contestants refuse to advertise themselves in Journal. Anyway, so the debate rages, all leading up to the big NSW voting day as to whether proxy or postal voting should therefore replace attendance-only voting. As the NSW campaign closes, some interesting last moment developments have been drawn to my attention. The final voting arrangements have the all-vote supporters now split into two camps. The NSW Committee by a clever last ditch manoeuvre have turned like minded members against one another for this election by ruling that NSW members will not be allowed to vote in favour of proxy AND postal voting. Instead, members will be forced to vote in favour of one OR the other OR none. Thereby splitting the all-vote supporters to campaign against each others method, as well as campaigning against the other attendance-only vote supporters. On the first draft of the new NSW Constitution, Clause 28B stated 'All votes to be given personally at AGM'. That of course meant no proxy voting and no postal voting would be allowed. However, after some intensive one-sided lobbying, the final draft on which NSW members will be voting on has been amended and will now give an alternative choice, i.e. proxy or no proxy, but the other half of the case, i.e. postal voting, has been totally ignored by the Committee. Therefore if you want to post off a postal vote in favour of postal voting (to guarantee you your voting right wherever you are in the State, whether you are sick or not, to guarantee that all your choices are voted for, and to guarantee consistent delivery of all your voting choices year after year, you will have to do the unthinkable and vote to disapprove the whole of the new Constitution as presented, so that it can then go back to the Committee for further amendment, this time to your liking. Also, would NSW members please note that it is necessary to vote in this election one way or the other or to totally disapprove of the Constitution (until the majority, and, in most cases, that's you, are given a vote - a postal vote).

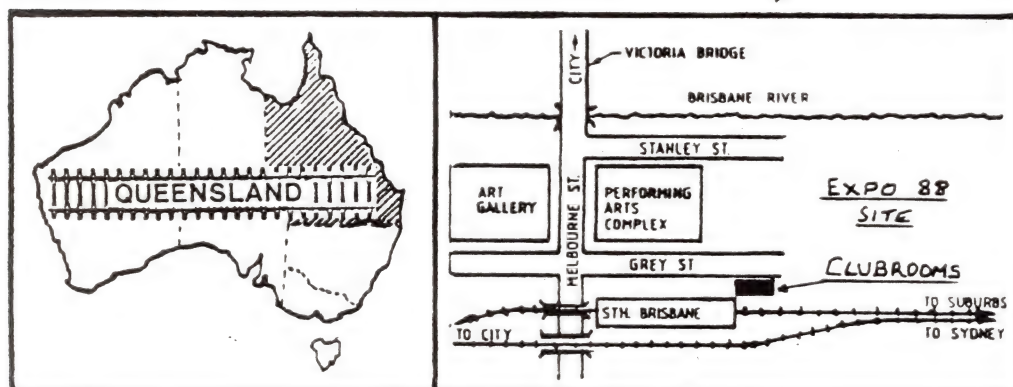
To finish up on a lighter note. Recently I complained that when our Journal is late or when our Clubrooms' program is not published in Journal, I don't know which day to show up at the NSW Clubroom for the activities. On receiving another one of my complaints, a local Committeeman instantly marched me to the door, through the hall to the magazine rack (phew), where a copy of NSW's Smoke Signals was opened up and I was asked to read the general information section which states - 'Meetings at Clubrooms, Chapel Lane, Rockdale, are held on 1st and 3rd Saturdays and 2nd and 4th Fridays'. In other words, you don't have to wait for the official program guide to arrive via Journal. All you need is a monthly calendar page. Then you can easily calculate for yourself which actual four days during every month the NSW Clubroom will be open for activities, unless it is a public holiday. I then decided to really push my luck by complaining about that awful wording. Wouldn't it be better and far clearer if that notice actually read 'ACTIVITIES at Clubrooms, etc', instead of suggesting boring talk meetings. However, when I looked around, I found that I had been left standing there all alone. I wonder why? May be it was a distant signal that enough is enough. Our 10 minutes has expired. Everybody should be back with their trains.

John Reid
New South Wales

STATE



NEWS



THE GREEN BOARD

President's Piece

As you will read this, another Model Railway Exhibition will have come and gone. The 1989 show was very successful with the attendance figures back to pre expo shows. I think all members who visited the show will agree that all exhibits were of a very high standard. There was a couple of layouts that would appeal to somebody thinking of coming into the hobby, they would probably think to themselves 'well I could do something like that' and then at the other end of the spectrum super detailed layouts like Keith Truemans "Broadford" and Rodney James "Crafton". My Favourite was the "Barfilight Railway" built and operated by Ken Walker. This railway is a model of an Indian Narrow Gauge Line. No matter what aspect of the hobby you are interested in it was catered for at the 1989 Brisbane Model Railway Exhibition.

Model Railway shows are run by people (pretty obvious) but at times I wish the show would just run itself but to all those members, their families and friends who gave so freely of their time especially the ladies, my sincere thanks. Kerri Hayes and her team of ladies do things so well, everything just seems to fall into place with a minimum of fuss. WELL DONE LADIES.

If an award was to be given to a member for a individual contribution to the success of the show it would have to go to Jim Bilby. Jim built our new information stand and various other jobs before the show. The information stand is a beautiful piece of workmanship and will serve the branch for many years to come. One member was heard to comment when he saw the stand for the first time "boy you'll need a gold pass to get into the stand". It might be an idea to name the stand "Bilby's Rest" in recognition of Jim's work. He certainly deserves a rest after the effort he has put in.

Another Jim I would like to mention is Jim Fainges. Jim retired on the 28th of April 1989 after working for the Queensland Main Roads Department as a model maker, he held this position for 16 years. Jim, on behalf of all the members of the Queensland Branch I would like to wish you a long and happy retirement.

Now Some Food For Thought:

In the past we had an Exhibition Committee usually made up with members of the Committee of

Management. The C.O.M. members took up these positions because it was near impossible to get people to serve on the Exhibition Committee. Its got to the point now where the

work load of the committee especially the secretary has become so great it may be time the Exhibition Committee is brought back into existence. Failing this, the position of Exhibition Secretary or Assistant Secretary be created to take some of the work load of our Branch Secretary. Something must be done to spread the work load more evenly around. I'd like to hear your views on this matter and as soon as possible.

Still on the exhibition all our exhibition equipment including the fencing will be stored at the one location. It will cost us a bit, about \$2,500.00 per year but I think the cost is justified as the equipment will be in weather proof storage and being in the one location will make things a little easier as far as maintenance and transport to and from the exhibition hall goes. Another cost associated with the show is advertising. This year we've spent a shade over \$3,000.00, surprising isn't it? To be a little different we had a banner made to have across Edward Street in the centre of the City. It hung there for two weeks before the show and really stood out, this little bit of advertising cost the Branch \$1,250.00. Next year, it will be a little cheaper because we won't have the cost of producing the banner. Another cost incurred running the show is meals. You may be surprised to learn there was a minimum 240 meals provided at each sitting to exhibitors and members alike, the cost a little over \$2,500.00. Other costs involved are the hire of the halls, expected to rise by 25 percent next year, insurance, transport costs for the clubs exhibition equipment, transport costs for the exhibitors equipment and so it goes on, it gives you some idea of just what's involved in running The Model Railway Exhibition.

Jim Christie our Secretary sent out eighty (80) exhibition roster forms to members in South East Queensland, we only received eleven (11) back. WHAT DID YOU DO WITH YOURS? Once again my sincere thanks to all those who helped out at the show.

Bob Mawson

The 1989 AMRA Exhibition - As I Saw It

BY ALAN MACDONALD

1.

Another year has past, and another exhibition is behind us. Generally regarded as getting better year by year. As usual, Trade Stands by J & J Zig Zag,, Valley Toyland, Railco, Bill Webb Strathpine, Mr Toys, Quality/Scale Model Distributors, K & R of Kipparing and Gabba Hobbies, loaded with everything the modeller could wish for, excellently presented and all offering some real bargains.

This year for the first time we saw the Marklin Bus. Marklin products to the fore, plus Arnold and other well known brands. This is the sort of stuff that causes we modellers to do a lot of wishing.

Static displays by Terry Paton and Merv Volker, both specialists in memorabilia, and both displays were well presented. Also A.R.H.S. were represented.

Live steam models were well represented by Brisbane Steamers, featuring Laurie Wood's 3801 and 'Red Baron' recently featured on "Wombat", others included Qld Pioneer Steam Co-op, Q.S.M.E.E..

2.

Q.S.M.E.E.

Hornby collectors were well represented by a large display, featuring items of the class I played with as a boy 55 - 60 years ago and still running and looking new.

Other club exhibits came from U.P. club, Model Railway Group, All Gauge Model Railroad Club, Railway Modellers Club of Queensland, Southside N Scale Club, Brisbane N Scale Club, Beenleigh and District Model Railway Club and a small display showing what the visitor to "The Train Place" could expect to see. All these were very well presented and some huge layouts among them.

British specialists were well represented by the South Brisbane Group of Rail Modellers.

3.

Private exhibitors included layouts such as Ralph Simpson which showed what could be achieved without incurring any great expense, easy built and operated as should be for a beginner, before moving on to bigger and better such as exemplified by Bert Nielsens exhibit or Noel Laval's L G B Layout. Also as exhibited by John Lees (incidentally given great help by youngsters as were other layouts) - the hobby is not going to fade away. With these helpers a new club member, Aaron Simpson at 13 years of age, has just 'scratched' a Q R diesel completed in time to be able to run on John's layout. On visits to the club rooms of recent weeks I've observed the progress made by this young fellow, and the help and guidance which came from that top 'scratcher' Steve Malone and his great pal Tony Weber.

4.

"Bari light" by Ken Walker showed a fairly large layout in the process of construction, while more on the actual construction process was being demonstrated by Jim Fainges, situated alongside the new information booth, beautifully

constructed by Jim Bilby, and manned by a fellow who says he loves talking with people - yes, Jim himself. Nearby, of course, was "Suggits" siding where would be shunters could try their hand at the shunters puzzle, where the readout shows just how good or bad your may be.

A good bush layout was that as shown by Darcy Brittain and Jeff Entwistle, and of course Rod James's "Grafton". Another good layout, but on continental lines was that W Jutte, and son Leon, helped consistently by their good ladies. This layout extensively controlled by the latest electronic methods.

5. An interesting exhibit was that the Brisbane and Ipswich Rail Film Society as was also that of a group fairly closely connected, the Rosewood Railway Restoration Society.

Keith Trueman was present again with "Broadford", which by now is becoming well known Australia wide. Continued exhibiting in years to come will no doubt receive as much interest as it has done so far.

Two long distance travellers exhibited this year, both from Sydney, Else and Wal Corben back this year with a different spread to that shown at 88 show whilst "Central Bridge: by Brian Moore and his wife, amongst alongside the Corbens was almost saying to the public 'look at these'.

6.

One layout which must be singled out, not elaborate, but beautifully done, was that by Vince and Gladys Ford (did anyone particularly notice the at work done by Glad?). The layout featured the main layout in H.O complete with large fairground, ferris wheel, knock em stalls etc., a smaller inset on a higher level in "N" and (shades of Expo 88) a monorail around the fairground area. This monorail seems to be the first Queensland public display of a model of the Expo 88 Monorail, and its familiarity to most of the younger modellers continually drew cries of recognition.

At some time or other over the weekend most club members could be seen throwing their weight into making the weekend a success and of course no report should be completed without mentioning the canteen so ably run by the ladies and helpers. They provided a pleasant repast for all exhibitors on the close of Saturdays activities, plus a busy weekend attending to the appetites and thirsts of visitors.

Last of all, Queensland weather showed every body just how beaut it can be.

Hope to see you all again at an even bigger and better exhibition. The R.N.A. pavilion in better shape this year, very clean, due to nature having provided a thorough washing by rain before the show.





Saturday 3 December 1988

AMRA Queensland Branch Christmas picnic. Special photo stop organised for AMRA by loco crew Des and Chris Malone Paul Scrivens seen here photographing the photographers.



From the President

By the time you read this note a new President and a new Management Committee will have been elected and I trust that the dissension that has prevailed since the last (1988) Annual General Meeting will be only a memory.

Despite the strain under which your Committee has been working, much has been achieved. On the HO layout (apart from the peninsular area) trackwork is complete, track occupancy indicators are operating and some signals have been installed, as has some scenery. The layout is proving very popular, with four trains frequently operating at the same time.

The "N" scale layout has reached the stage where limited operation is possible and some impressive scenery is taking shape. Work is progressing on the stations on the "O" gauge layout. The roofed over area outside the rear door has been completed with its stainless steel sink and filters for cleaning utensils used in creating layout scenery.

The Ladies Auxiliary has provided new padded chairs and a new refrigerator. A large new library cupboard has been built and the vast number of books and magazines have been sorted.

The annual exhibition at Liverpool was highly successful, despite competition from the many bi-centennial activities.

On top of all this the Committee has managed to revise the Constitution to prepare for the incorporation of the Branch.

All this and more has been achieved by the team work of the Management Committee and other members. As President, I thank them all for their efforts and for their support. I won't mention names for I would be sure to miss out some members.

I trust that all members will give their full support to the new Committee for the benefit of the Branch and railway modelling.

Bob Wardrop

Layout News

"O" GAUGE LAYOUT NEWS

It would appear that at long last passengers on this system will not have to endure the barren open space on the main station platforms.

The fifth contractor for constructing the station buildings must have his business on a sound basis, as the previous four went bankrupt or something, as nothing eventuated apart from submitting ideas but I don't think we will take it up with "Investigators".

A permanent station set up is taking shape over the other side of the layout in lieu of the "loaned one", time will tell if the station buildings and overbridge follow on from the construction of the platforms.

Norm Read

HO LAYOUT NEWS

Some signals are appearing in the area around Parker, these are for the benefit of the "slot car drivers" and will indicate if they have the road or if a steady stop is required.

As the 189th issue of Journal must have been washed down stream in the Murrumbidgee flooding, members were not aware of the programme set down for April 1st: testing and driver training.

Some vehicles were checked for coupler height and back to back and they should perform more reliably. We should repeat this.

Road and bridge builders are at work in several places and some of the open spaces will have a different appearance before long.

Both terminal stations are now back in operation and we should see some other form of operation than just going around in circles, a few have already found that this becomes boring.

A mechanical problem with one of the double slips has been remedied, trains should now head in the "right" direction.

Norm Read

N SCALE REPORTOr: Where To Be Larger (And Higher) Than Life

On recent Monday nights in corners of the Rockdale clubrooms, one can sense a convivial air amongst the inhabitants. This easy, contented spirit wafts like incense around the echoing surfaces of the hall. No matter that the slanted rain pummels and roars against the far away iron roof... our minds are reaching for a clear, blue horizon that only we can see.

Or: An Accumulation of Annoying Alliteration

Splitting the sinuous shape of the lingulate limitrophe, Dave deftly delineates a bendy backdrop, which is voraciously vested in vividescant vistas of virtuoso verisimilitude by versatile veteran Val. John's judicious laying of light lines complements the competent construction of the tenacious Tony. Meanwhile, moving mountains is a monumental matter for myself. Piles of polystyrene proclaim a pending problem of keeping a comfortable composition in a claustrophobic corner. Not neglecting Neil, seeking solace in subterranean schemes of powering Peco points, acrobatically assisted at intermittent intervals by contortionist Keith, the project ploughs persistently to perfection.

Or: A Boring Explanation of the Above

Dave is building a strong, complex backdrop of masonite which will split the peninsula down the middle. His mum, Val, is painting on the sky as soon as each section of the backdrop is completed. John Lischeld and Tony Smith are laying the branchline in code 55 railcraft track, and John's pointbuilding efforts are a joy to behold. I'm still wondering exactly how the mountains around Bennett station should be shaped, While Neil and Keith are very busy with the wiring under the main station Wallamundra. Its always busy on worknights and the layout is progressing well.

Glenn Watson

Program

JUNE

Sat	3rd	Auction
Fri	9th	Layout Operation
Sat	17th	<u>OPEN DAY</u>
Fri	23rd	Slide night

JULY

Sat	1st	Layout Operation
Fri	7th	Layout Operation
Sat	15th	Layout Operation
Fri	21st	Video Night

Meetings at clubrooms, Chapel Lane Rockdale are held on:

1st & 3rd Saturdays and 2nd & 4th Fridays.

Meetings, unless otherwise specified, are:

Fridays: 7.30pm to 11.00pm

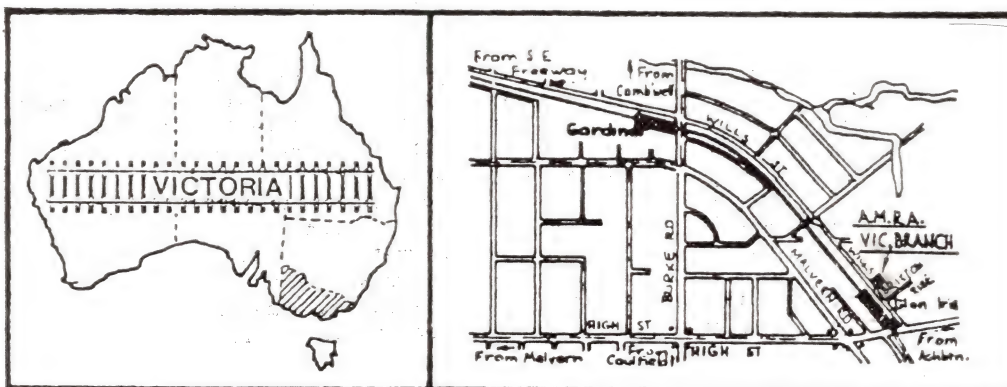
Saturdays: 2.00pm to 5.30pm

Note: A.M.R.A. N.S.W. Club room telephone number is 59 1899.

All correspondence re N.S.W. Branch matters should be addressed to: the Secretary, A.M.R.A. N.S.W. Branch, P.O. Box 194, Rockdale, N.S.W. 2216.

Trivia

When the growing range of LGB locomotives extends to modelling the narrow gauge railways of Wales, where names like Lloyd, Llandilo and Llewellyn abound, will it become LLGB?



President's Piece

As indicated in the last Journal, I hope to keep these notes to the usual one page.

The deadline for the previous notes fell on the same weekend as our Working Bee and, as a result, I failed to mention those who attended. I have given myself six cuts for this serious oversight. I would now like to thank all who assisted in some way. Jack Treseder, Bob and David Marsden, Peter England, Bill Morehouse, Arthur Jenkinson, Bill Secker, Brian Southwell, Graeme Nitz, Bob Edwards, Roger Lloyd and Ron Polistena and wife Maxine and the two kids. It's just great to see a whole family helping, especially at a Working Bee. Thank you Maxine, and thank you kids.

As a result of the working bee, the Clubrooms were in a very tidy situation for the Visitors' Day on the following Sunday. The day itself was perfect, which was most fortunate as the previous day had been a hot and blustery 39°. My thanks also go to the people who helped make the day a success. The only problem was our layout which developed a fault late in the day and it could not be immediately rectified.

I would also like to thank those people who travelled from Seymour and Warrnambool; I do hope you enjoyed your day and hope that you can make it again next year.

I was recently talking with some members about what appears to be a declining interest (in this State at least) in the hobby. One of the comments made was that it could have a lot to do with the attitude people have towards railways generally. Comments in the media from various groups (usually road transport) talk of poor management, inefficient operation, money losers, etc. Unfortunately senior rail management do not come back to counter these claims. As long as rail systems in this country are required to carry people, they will continue to lose money. The great rail systems of Europe are no different. Overall, not one is making a net profit with the movement of people, yet the countries owning them continue providing the necessary funds for new carriages and improvements to the infrastructure. Why, because these countries see their railways as an essential part of the total European transport system, not in isolation as appears to be the case here. What are your thoughts on the matter?

By the time you read these notes the Melbourne Model Railway Society will have taken up residence in their new Clubrooms at Kew. The MMRS has been welcome guests of the AMRA since the fire in August of last year which destroyed their layout and library. We wish them all the best in their new location and hope they can have their layout operating before the end of the year.

I would like to take this opportunity to

thank those members who spent quite a lot of their time adding items of detail on to the Kyneton layout. It looked just great at Camberwell. You may now rest on your laurels or whatever it is you normally rest on.

While still on Camberwell, I would like to mention briefly the layouts as shown in the Exhibition Guide.

Stand No 1 was The Marklin Bus. This bus was specially set up to show what is available in Marklin from gauge 1 down to gauge Z. It also had operating dioramas featuring Faller products and Arnold (N gauge) rolling stock. The bus will be travelling around the country to most of the model railway venues. Keep a look out for it and make sure you take the time to look inside.

Stand No 2 was the AMRA U drive layout. The layout was built by Bill Morehouse and featured Thomas the Tank Engine (along with Friends). Judging by the crowds of children waiting to drive, the layout would have to be one of the most popular.

Stand No 3 was the TNT Harbourlink Monorail. This HO scale model showed what could be achieved by including this form of model into the normal model railway. Of interest to me were the buildings, vehicles and people.

Stand No 8 was the Kingfield, Twinlakes and Maine Railroad which has seen a few changes since it was built in 1980. This award winning layout has been an inspiration to other narrow gauge modellers. A highly detailed layout with a lot of operational interest.

Stand No 12 was Crafton, the well known layout of Rodney James with an interesting collection of NSWGR steam locos and rolling stock. Apart from watching the superb operation which included faultless remote uncoupling for shunting, I learnt that it was common practice to move cattle in times of drought in high sided open wagons when there are insufficient cattle wagons available. This was explained to me by one of the operators who at one time was a Station Master on the Queensland Railways after I asked a question about moo cows being carried in open wagons. So there you are, don't be afraid to ask questions at Model Railway Exhibitions.

Stand No 13 was the Emu Mountain and Lake Leake Railway which was built by two teenage brothers using commercial items and the scenery building methods of the Croydon Narrow Gauge Group. The layout proved that with guidance, junior modellers can build a layout that will operate satisfactorily in a four-day exhibition.

Stand No 14 was the Triang-Hornby Vintage Railway which featured 25-30 year old locomotives and rolling stock with the latest in flexible track and electronic control systems. A trip back to another time when most of us were just starting out in the hobby.

Stand No 17 was the N gauge Clinchfield Railroad based on the Railroad of the same name in the US. Being on a smaller scale, this layout was able to have a lot more detail and longer trains than some of the HO/OO layouts. The operators made it a point to explain to interested viewers the methods used for tree construction, buildings, rock castings and resin poured rivers. Very good PR for the hobby - good work fellers.

Stand No 19 was the Franklin County Railroad based on the narrow gauge railroads of New England (US) in the early 1940s. This layout was built as HO_{n2} and features code 40 and 55 track with the points being hand laid. The locos and pass cars are mostly brass kits, while the freight cars are scratchbuilt. The majority of the buildings are scratchbuilt and based on real buildings in the area. Again another narrow gauge layout with a wealth of detail and inspiration for the discerning modeller. I was able to spot the bear and the hunter, but where was the bare lady?

Stand No 23 was the Frankenbergbahn private railway, and as the name implies is set in the southern region of West Germany. Emphasis had been made to depict a railway of the 1950s; however, classic trains of other eras also made appearances from time to time. If you like Marklin, Fleishmann, Roco, etc, then this layout would have got your motor going. A most impressive layout with a lot to offer.

Stand No 26 was the AMRA's Kyneton layout. A much improved layout from last year. So much so that some of the visitors thought it was a different layout. I hope someone did take some photos for Journal this year! As with most Club layouts, the bulk of rolling stock is provided by members. I would like to thank the members who ran their trains, particularly with scratch-built cars and brass locos. Also a thank you to the MMRS members who assisted with rolling stock, as well as operational help.

Stand No 28 was the Keith Trueman layout Broadford. This layout was first featured in Journal (No 185) and then fully described in Issue No 151 (August 1988) of the Australian Model Railway Magazine. As I tend to be ever so slightly biased to Australian prototype, I must admit to looking forward to seeing this layout in the flesh, so to speak. I was not disappointed; it is a magnificent layout. Thank you Keith, and I hope your trip back to Brizzie was no where near as traumatic as on the way down to Melbourne.

Stand No 29 was The Original Hornby and Friends. This layout featured many of the original Meccano built Hornby trains, well almost original. Over the years some of the items have had to be, shall we say, ahem, revitalised. Still, they looked good dashing around the layout, no doubt bringing back a lot of fond memories for those who don't mind remembering their own childhood days.

Stand No 30 was the LGB Association's layout which featured a mythical US narrow gauge mountain railroad. As everyone knows, LGB is BIG. This was amply demonstrated with a layout that had both commercial, as well as handbuilt equipment. The sound effects that the locos produced as they went around the track were very convincing, in particular that German diesel-hydraulic.

That covers the operating layouts; however, there were the Commercial Stands; the Australian Railway Historical Society, a Layout Construction Demonstration (presented by Branch Line), the Australian Association of Live Steamers, Steamrail Victoria Pty Ltd, the Model Builders (construction centre), the Show Cases (full of competition en-

tries) and last but not least, was the AMRA Information Centre. For those of you who were unable to attend, I hope this gives you an idea of Camberwell '89.

For those of you who model Victorian, i.e. VR or V/Line, take heart. While talking with the man from Powerline at Camberwell, he made mention of the fact that AS and BS cars will become available first in the V/Line colours and be fitted with Commonwealth bogies, and later will be available in VR blue and gold and be fitted with the original Argentine bogies, as was the case with the Spirit of Progress. In addition, the observation car will be produced in its original condition. So start saving those dollars as of now.

Rumours abound at the moment on the future of the Warrnambool and Bairnsdale rail lines. Apparently both are due for maintenance, i.e. tie renewals, etc, which is a costly exercise. Unofficial comments are being made that current levels of patronage don't justify the cost. Let's see what the next few months bring.

Last item. V/Line is looking at buying some Self Propelled Light Rail Vehicles for inter-urban traffic. Some of the centres to be served include Sunbury, Bacchus Marsh and Seymour, to name a few. Tenders are to be called soon. Look at the Pacers that British Rail use and you will get an idea of the type of vehicle they are interested in.

Well there it is. It's more than one page, but less than last Journal, but only just. I hope you don't mind.

Geoff Brown

Ladies Night

The Ladies Night at the Tivoli Theatre Restaurant on Saturday 15 April was very much enjoyed by all of those who came along.

The AMRA Victorian Branch members that didn't join us missed on some good laughs and some juicy bits of scandal too!

For instance, did you know that half of those participants who were under 40 years young are really 'Senior Cits'? That our serious and dedicated Exhibition Manager Bob Edwards was seen 'spooning' with a lovely blond lady from the cast?

Our President Geoffrey Brown was asked to do some serious 'moaning'; after a couple of attempts at it (moaning that is), he was told that he definitely needed to do some serious practicing.

Wally Stuchberry was accused of 'dribbling' through Henry Higgins. Bill Secker had the cast wondering whether the hair transplant on his shiny head hadn't taken.

Bob Dall and yours truly were picked by the compere to participate in a 'Name the Tune' contest. Fortunately cheating was okay - Graeme Nitz was very helpful in that department. Bob Dall is now the very proud owner of a 'fleet of cars' (on paper) and I of a brand spanking new blue and red 'Porsche'. Unfortunately both are Matchbox.

You see if you would have come along you wouldn't be wondering what else happened that I wouldn't be allowed to report.

Hope more of you will join us at our next social get together. The casserole night is in July, please keep it in mind.

Elizabeth Secker

1989 Exhibition Report

Another Exhibition has been and gone and I would like to thank the exhibitors and members who assisted in the presentation of the Exhibition at Camberwell. The attendance figures were almost identical to last year which was very pleasing.

The other very pleasing aspect of this year's Exhibition was the large number of interstate exhibitors which included Bill Webb Model Railways and Keith Trueman's Broadford HO layout, both from Queensland. A little closer to home from New South Wales the following exhibitors made the trip down: TNT Harbourlink Monorail, Rodney James with his Crafton HO layout, Gerrey Hopkins Franklin Country HO_{N2} Railroad and Marklin Distributors with The Marklin Bus.

The 1990 Exhibition will be held as usual at the Camberwell Civic Centre from Friday 9 March to Monday 12 March, inclusive, with set-up on the Thursday.

The 1989 awards were as follows:

BEST PRIVATE LAYOUT

Crafton - Rodney James

BEST SOCIETY OR GROUP DISPLAY

Kyneton - AMRA Victorian Branch

BEST COMMERCIAL DISPLAY

The Marklin Bus

BEST DISPLAY BY PUBLIC VOTE

Franklin County Railroad - Gerrey Hopkins

Open Modelling Competition results were as follows:

WINNER AMRA CUP BEST MODEL

Peter Jenkinson - VR GJF 273 Hopper Wagon

BEST LOCOMOTIVE

Bryan Dennison - LMS Beyer Garrat No 4992

BEST ROLLING STOCK

Passenger - Peter MacDonald - VR 7 ABW Coach

Freight - Peter Jenkinson - VR GJF 273

Hopper Wagon

BEST LINESIDE STRUCTURE

Ritchie Congleton - Mornington Loco Shed

BEST JUNIOR MODELLER

Jonathan Boswall - VR U 1133 Van

FYBREN AWARD - BEST AUSTRALIAN PRODUCED KIT

Jonathan Boswall - VR U 1133 Van

Bob Edwards
Exhibition Manager

General News

MARCH MEETING

No meeting or competitions held on account of setting up the Camberwell Exhibition.

APRIL MEETING

Jack Treseder gave a talk on some concepts to be considered in planning and constructing a new model railway system.

Some details covered in the talk were as follows:

- Use three separate plans, i.e. layout, electrics, scenery.
- Consider scenery heights and depths with regard to baseboard(s).
- Consider cross members in relation to under layout point motors.
- Use a size of point in planning, one size larger than you will use in the actual construction, i.e. use size 6, but plan using size 7.

- Consider the use you are going to make of the projected floor space under the layout, i.e. cupboards, storage, clear space, etc.
- Use screws (No 8) instead of nails and/or glue and drill the screw holes.
- Hints on building bridges, culverts, cuttings and cut off chains.

Note: Jack has in his possession a drawing by John Holland Constructions of typical constructions with regard to railways, which is available for perusal by members.

Also, Albert Van de Kuyt showed a video of the Triang Hornby Vintage Railways.

Models for Display

Roger Lloyd displayed kit buildings (kit bashed) for the branch layout. The buildings are on two levels (for front and back) for installing between Morehouse and Gorfield.

Bill Secker displayed the following:

- 1 Mitre Right cutting tool.
- 2 Tru-Sander

These are both manufactured by North West Short Line and are for use on soft plastics and thin pieces of wood.

3 VR Vineland Coach fitted with 'flush glaze' windows.

4 Wall paper with British locos as pattern, 10 different locos repeating. Rolls of 50 cm wide, 10 m long. Available from G Jensen Wallpapers, 656 Glenhuntly Road, Caulfield.

Arthur Jenkinson showed a dye for casting signal levers to fit PMG switchboard keys (has been donated to the Branch).

Competition Results

Photographic - Red Tait or Dog Box Train

Slide - S Westernman - Tait train at Hurst-bridge 82 points

Photo - none submitted

Models - Australian or other kit

R Polestena - VR 21AW Coach 94 points

WORKING BEE

A reminder that the next working bee will be held on Sunday 4 June in the morning, followed by a USA timetable operation on the Club layout in the afternoon.

TIMETABLE OPERATIONS

A USA prototype operating day was held on the Club layout on Sunday 5 March, with 14 members in attendance. Stock, etc, was supplied by G Nitz, A McKenna, T Shenton, D Marsden, R Main, R Bogie and J McClure.

A UK prototype operating day was held on Sunday 2 April, with 23 members in attendance. Stock was supplied by P England, A McKenna, J McClure, M Martin and W Secker.

AUCTION NIGHT

To be held on Thursday 8 June. Those desiring of having items auctioned are requested that prior to the night, obtain and fill in the form (available from Clubrooms). Also state on the form a reserve price for the item/s.

Commission on items to be auctioned is as follows:

- 10% of 'knock down' price for sold lots (with no maximum limit)
- 10% of 'final bid' price up to a maximum of \$1 on unsold items

INFORMATION REQUIRED

The Librarian, Brian Southwell, requires information and material about AMRA early days.

GAS STOVES

The Branch requires a donation of one or two domestic gas stoves to replace the existing gas stove.

LAYOUT VISITS

To be held on Saturday 17 June. Details have not been finalised.

LATROBE VALLEY MODEL RAILWAY CLUB

The LVMRC has an exhibition at Morwell High School on Saturday, Sunday and Monday of the Queen's Birthday weekend in June.

Further on this weekend, three first series T Class locos in coloured livery will be on display at the APM siding between Morwell and Traralgon.

MINI EXHIBITION

To be held the last weekend in August. The Branch would like to hear from members who could have layouts and equipment, etc, for display.

VOLUNTEERS REQUIRED

- 1 Managing Editor for Journal
- 2 Printer for Journal

These positions will be required to be filled in early 1990 on the relinquishment by Roger Lloyd.

The Treasurer states that the handling and printing of Journal earns the Victorian Branch approximately \$3000 per year, and the Branch has about \$12 000 in capital equipment, such as printing machine, etc.

The Victorian Branch is desirous of continuing this work, and therefore seeks volunteer(s) for the above positions. Please notify the COM by the end of June 1989 if interested.

- 3 Co-ordinator to handle the planning and construction of a rear section for the Kyneton layout.
- 4 People to carry out tasks in the planning and construction of the rear section for the Kyneton layout.

Layout Reports

CLUB LAYOUT

Further to the electrical fault as noted in Journal 189, it was found that a faulty assembly of a disconnect plug and socket at Littlebank station caused the fault. This has since been repaired and the layout is back in operation.

LAYOUT TRAINING

For members desiring to learn how to operate the layout (and to practice on same), it has been decided that instruction and training in such will be carried out on running days (the last Sunday of the month) where the person in charge will arrange such on request by any member.

Also, on Junior Modeller days (the Saturday prior to the first Sunday of the month), instruction and training in the layout operation will

be available to a limited number of members at any one session. Refer to R Marsden if interested.

Also, instruction sheets are being prepared covering operating, etc, of the layout. Members will be further advised when these are available.

WEEKDAY OPERATING

The COM requires the names of any members who would be interested in participating, on a regular basis, in an operating session during the weekdays on the layout.

REQUIRED

The Branch requires a loan of V/Line orange/tangerine locos and auto carrying wagons.

These are required for a TV program that is to be filmed on the layout.

Library Notes

Now let's imagine you are writing a sales pitch for rides on a restored steam train - a luxuriously restored steam train. How would this grab you?

"Who is that lady?" he asked the waiter refilling his coffee cup.

"Ah, that would be the Contessa, Sir." "A Contessa?" "Yes, I believe so, Sir - she owns a shipping line, they say." "What a coincidence" he thought, retiring to his compartment. "So do I."

The restored steam train was the Southern Cross Express, and the quotation is from Southern Cross Express Magazine, a glossy promotional production. It's sad that the idea didn't pay. It was a bold venture based on the belief that people are prepared to pay big money for up-market nostalgia. Perhaps the sort of stuff quoted above put them off?

Trackside in New South Wales is simply a photograph album, random train shots taken from the mid 60s to the present. But the shots were taken by Greg Triplett, the captions are informative and evocative and it's a nice, unpretentious production. Fifty-odd pages, paperback, in landscape format, it's produced by Macedon Project Services. One quibble: the captions for the photos on pages 18 and 39 have been transposed - I think.

A quite spectacular book was published a few years ago called A History of the Railways and Tramways of Tasmania's West Coast. The author was Lou Rae, and he has now provided further detail on one of them, The Abt Railway, again published by himself. A slimmer volume, naturally, but full of information and including some quite beautiful photos, many surprisingly, in colour. Abt is the name of a rack system for extreme grades; the Abt Railway long provided the only practicable access between the enormous Mt Lyell Mine, Queenstown and the port of Strahan.

Dorrigo, a small town high in the hills behind Coffs Harbour was connected to the North Coast Line at Glenreagh, to provide an outlet for the produce, especially timber, of the fertile, mountainous Dorrigo plateau. It opened in 1924, lost money all its life, and was closed in 1972. That might have been all we were to know about the line, except that it is claimed as one of the most scenic branch lines in NSW, and that the Hunter Valley Steam Railway and Museum wanted a working line for their collection of rolling

stock. After the usual interminable negotiations, they were given permission in 1983. By 1986 the line was negotiable again, the Museum's stock had been moved to Dorriggo, and it is hoped that soon there will be timetable running again. The story of the rise, fall, and rise again are told in Malcolm Paull's The Glenreagh to Dorriggo Branch Railway, published by ARHS (NSW).

The first thing to say about Little Coastal Railways of the Adelaide Plains is that it is a pleasure to look at. Privately printed and published books in our area are often hack jobs from a design viewpoint, but this one aims higher and mostly makes it. David Mack grew up in the smoke and cinders of a railway and finally retired from a highly responsible railway position. He can speak with knowledge, and one feels with love, of the little railways that serviced, particularly, the Glenelg area. Little trains running down Adelaide's main streets, track laid directly on sand (even through a cutting in a sand dune!), horses replacing locomotives (temporarily) during a dispute with local shopkeepers. Interesting stuff, well presented.

Back to the present, and to a present in another sense. The present is from Norm Read on his visit to the Camberwell Exhibition, and it is a publication aimed at users of the State Rail Authority of New South Wales, of their major freight users in particular. It is not available to the public.

It is called Pick Your Wagon, and it gives every possible dimension to every possible wagon that a user (or a modeller) could desire, as well as locomotive power and wagon classification codes. Thank you Norm, again!

Model Railroader is an essential part of any modeller's education, and the compilations they make from time to time should certainly be read by any new chum and can always provide useful revision to the most experienced. I've just picked up two of them.

Kitbashing HO Model Railroad Structures is a collection of MR articles by Art Curren. Using a familiar technique, a detailed description of a specific project, he presents a flock of techniques that we can all find useful, fitting buildings to odd spaces, or just creating different buildings.

Malcolm Furlow's HO Narrow Gauge Railroad You Can Build is again derived from an MR series teaching techniques by describing the building

of a specific railway. I wonder how many modelers have actually built the pike (it was published in 1984). It certainly doesn't matter. Inspiration and a wide range of techniques are the name of this game.

Brian Southwell
Librarian

Program

JUNE

- 3 Sat Junior Modellers - your equipment - 10 am - 3 pm
- 4 Sun Working bee - 8.30 am to noon
- 4 Sun Timetable Operation - USA prototype - 1.30 - 5 pm
- 8 Thur Social Meeting - 8 pm - Auction Night
Model - Australian or other kit
Photo - abandoned right of way
- 17 Sat Layout visits - 1 pm from car park opposite Clubrooms
- 25 Sun Running day - your equipment - 1.30 - 5 pm

JULY

- 1 Sat Junior Modellers - your equipment - 10 am - 3 pm
- 2 Sun Timetable Operation - UK Prototype - 1.30 - 5 pm
- 13 Thur Social Meeting - 8 pm - Photographic Techniques
Model - Open standard categories
Photo - 2 1/4" gauge models
- 15 Sat Social Night - 7.30 pm
- 30 Sun Running day - your equipment - 1.30 - 5 pm

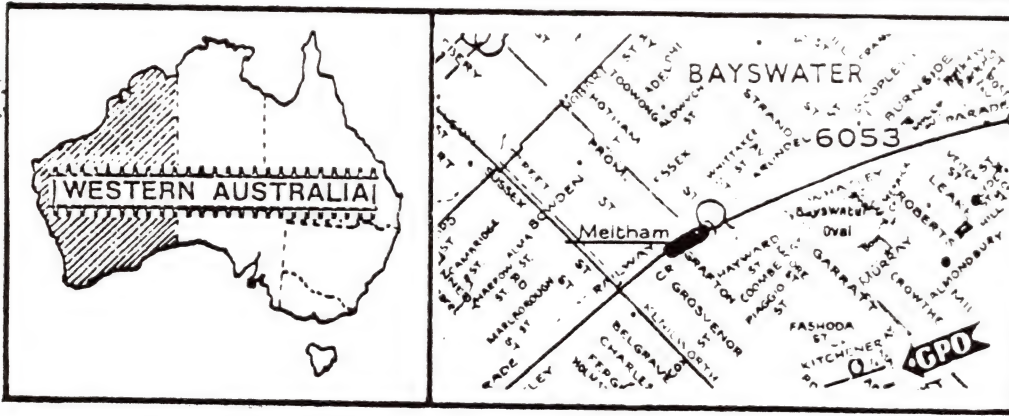
AUGUST

- 5 Sat Junior Modellers - your equipment - 10 am - 3 pm
- 6 Sun Working bee - 8.30 am to noon
- 6 Sun Timetable Operation - Australian prototype - 1.30 - 5 pm
- 10 Thur Social Night - 8 pm - Slides - a chance to flash your six best slides
Model - Australian or other kits
Photo - gangers trolley
- 26 Sat) Mini Exhibition - 10 am - 5 pm
- 27 Sun)

Note: No running day in August



As mentioned in the Victorian section of Journal 188, here is a photo (courtesy V/Line) of the Ford Co BFW (now VBCW) auto parts vans as they first appeared in 1977. The vans are 23.5 metres over the pulling lines and 4.2 metres high.



EXTRACTS FROM "BRANCHLINE"

Branch News

GREAT TIMES AHEAD FOR AMRA, WA BRANCH INC

What an exciting time it is in the history of the WA Branch of the Australian Model Railway Association. On the verge of moving into its new Clubrooms, custom built to suit its requirements for the next decade. On the verge of presenting its 14th Model Railway Exhibition. On the verge of its Annual General Meeting to consider the achievements of the past 12 months, and to look to the future.

It's all been possible - and will continue to be possible - only with the full support of every member of the Branch. Let's look at each of these forthcoming great events separately.

The New Clubrooms

There's a report inside by the Project Manager, Barry Keens, as well as a 'report' from Kermut, who claims to be 'your roving reporter'. Both indicate great progress, and it is hoped that we may be able to start the move across to the new premises soon after the Model Railway Exhibition. Certainly, if we can do any moving before that, without diluting the effort available from members for the Exhibition, we will do so. Indeed, it is intended that all the gear that we take to the Exhibition from Meltham will not come back there, but go straight to the new home. Barry wants some help from members in the finishing of the building, so put on your working duds and come along. Cleaning the brickwork with Spirits of Salts is one such task to be done.

The Annual General Meeting

Be there and have your say!

A REPORT FROM 'KERMUT', OUR ROVING REPORTER

.....was at Moojebing Reserve early on the morning of Monday 13 February to witness a fearsome sight - suddenly, apparently from nowhere, there appeared a small army of trucks, bob-cats, backhoes, front-end loaders and workers, all scurrying around under the direction of one Barry Keens. All that day and for much of the following day, the trucks came and went, bringing tonne after tonne of sand and taking away large quantities of debris. The other machinery carried the sand back and forth until there was a pile some two feet high over a large part of the reserve. There was talk that this was actually the start of the new clubrooms - could it be that the bureaucratic process had at last been beaten??

In an exclusive interview later, Barry said that, yes, it did appear that finally all the necessary bits of paper had been signed and stamped

and paid for. He hoped that the grano workers will be able to start the concrete pad on 27 February. Your reporter will be there for yet another exclusive report.

There had been much gnashing of teeth, stamping of feet and use of such words as !@#\$%&*, talk of Ministerial intervention, etc, but eventually WAWA gave in, after 14 weeks of bureaucratic bumbling, duck-shoving, procrastination and double-speak. A certain piece of pipe appeared and with a water meter on the end of it, they had actually connected it to our standpipe as well - turn the tap and water pours out, wonders never cease!!!

Having heard the sloshing of water, your trusty reporter was there at the crack of dawn on Tuesday 28 February to see some of the working class hard at it with theodolite, bits of wood and string, wire mesh, hammers and shovels, carrying out some strange ritual on our pile of sand - what did it mean? What was the other worker doing with those pieces of plastic piping? Yes, it was all happening at Moojebing Reserve - setting out for the concrete pour later in the day.

A few days later, your trusty spy found Barry and a few other members shovelling sand onto the recently laid concrete. Were they trying to make a sandwich? Still later, Barry was seen with a hose and sprinkler, spreading water over this latest layer of sand. What's he up to now? Trying to start a nursery?

My goodness! That lad's got green fingers - a few days later, he's got steel girders sprouting from the concrete pad. What next?

There's a story going the rounds that young Barry has bought the total stock of bricks from one local company, and suggests that by the time that you read this, many of these bricks will have been used to fill in the gaps between the steel girders.

EXTRA EXTRA EXTRA

Strange tales of satanic goings on at Moojebing Reserve. Latest report seem to indicate certain black rites being performed by the BLF (Bloody Lunatic Fringe). Entry to these performances appears to be by way of a chemical loo ticket prior to the reading of the bans.

The last words heard from Barry were believed to be -

!@#\$%&*(!@#\$%&*(!@#\$%&*(!@#\$%&*)

These 'words' seemed to have had a magic effect, for soon after Easter, four 'mudmen' appeared and started placing brick upon brick (with a layer of 'mud' in between) and within a week had built brick walls right around the edge of the concrete slab to a height of about two metres. 'Tis said they'll be up in the air doing this job about the time that you get to read this nonsense.

LOCO HAULING CONTEST

David Eckersley's challenge in the last issue of The Branchline to match his Marklin locomotive against anything that any AMRA member could produce for the Loco Hauling Contest on 29 March brought a lot of 'heavies' out of the woodwork.

The 'Dynamometer MkII' was recalibrated using a chemical balance to check the scale readings and the measure of performance was agreed with David (who was putting up either \$100 or \$50 worth of building kits from his hobby shop, The Station House, depending on whether his loco was defeated by one of ours or vice versa).

He did not have to worry too much - the best that we could produce was Simon Mead's Athearn CP Rail SW1500 switcher (which he had bought at a recent AMRA auction!) and it pulled 142 grams or 59.17% of its weight. David produced his Marklin model of a Belgian Railways MY1000 diesel outline locomotive with two six-wheel bogies after all the challengers had had a go. It pulled the guts out of our Dynamometer (fortunately, in the recalibration, we had increased its range!), heaving some 450 grams or 70.87% of its weight.

Not to be outdone was one of David's friends, John Heymans, who produced two other Marklin locomotives. One of these, a Deutschesbahn Class 191 with two six-wheel bogies, all with adhesion tyres, pulled 78.93% of its weight and his Deutschesbahn Class 85 steam locomotive with 10 tyred driving wheels (and an unknown number of motors!) pulled 84.74% of its weight. As John was not a member of AMRA (I believe he is thinking of joining though), David's challenge was not overturned by any AMRA member's loco and, as a result, the 'consolation prize' of \$50 of kits was won by Simon Mead. He also received a certificate 'd'honneur' recording his loco's achievement.

Exhibition Reports

ROCKINGHAM EXHIBITION - 29 & 30 January 1989

There she stands - what sleek lines; what seductive curves; look at those two beautiful pistons - pistons!!! Hell's bells, I thought Smart was talking about that flaming red head that just walked into the hall - no, no; he was raving on about young Alan Parrott's unfinished 0 scale 'Coronation', which, I am told, he is building for 'her who has to be obeyed', so it can sit on the lounge room mantelpiece, would you believe! - mind you, it was a wee bit warm in the hall.....

After that load of Newcastle coal, I would like to say a few words about the above Exhibition. Some quite good bargains were to be had from three commercial stands for those people who had some loose change in their pockets - books, videos, rolling stock and locos, all were there.

On the layout side of things, the Southern Railway Group were showing how to scenic and make a mess in Mum's/wife's kitchen/lounge room by sawing and rasping expanded polystyrene foam blocks on a section of their new layout. They certainly have a few talented kids in their group!! The locos on display were very nice, thank you.

Andrew Morling and family had his 'Steam Preservation Society' layout, a real delight with its smooth running - also, his Smurfs, a winner with the young 'uns.

Rockingham Model Railway Group has changed the format on their layout to American outline, with two or three diesels pulling long lines of box cars. I guess the low cost of these items makes the American scene attractive to a lot of

modellers. RMRG's self drive layout was alongside - this is always a winner with the kids. This type of layout is quite a good money spinner for clubs.

'Cockatoo' - this layout is a credit to John Humphries, a member of the RMRG. It is a compact, smooth running and nicely scenicked layout based on a small siding somewhere in NSW. My spies tell me it will be seen at this year's AMRA Exhibition. Very nice, John.

Water and soap, tea and biscuits, 'Thomas the Tank Engine' and kids - yes, they all go together. Richard Percy and his very popular layout are a smash hit with the ankle biters. Richard tells me it was just three weeks in the making. In my opinion, this is where it all starts; get the kids interested and they become the future modellers and club members.

Last, but not forgotten, was my little lot. Everybody seemed to be impressed with the viaduct, which I guess will become the highlight of my 0 scale layout 'Chiselhurst'. The display of Alan Parrott's locos got the passing nod, with all its curves and sleek lines!!

Well, folks, that was the RMRG's small exhibition for '89. I quite enjoyed myself meeting old friends and talking trains and watching the odd video or two.

Oh, by the way, I wonder where the flaming red head's gone????

Richard Smart

AMRA (VICTORIAN BRANCH) 1989 EXHIBITION

I recently had the good fortune to be paid by Telecom to attend the 1989 AMRA Victorian Branch Exhibition! Well, actually, they also asked me to attend a Data General computer course, but, of course, this was of secondary importance, but with fortunate timing.

The Exhibition venue, the Camberwell Civic Centre, makes our Wool Pavilion look a bit spartan by comparison, but then we don't go to look at the venue, do we? There were 14 operating layouts (excluding trade displays), five Australian, three British, four American and two European. Interestingly, I counted 11 of what I would call 'traders' - a rather high ratio of 'trade' to layouts! Perhaps this is an indication of the number of model railway traders in and around Melbourne, as compared to Perth. There were also several static displays, including some 1/12 (1" to the foot) scale V/Line rolling stock, live steamers and entries in this year's AMRA Open Modelling Competition.

Some of the layouts were particularly well presented with overhead fascia boards, photos and notes on the prototype and plenty of spot-lighting. In fact, the latter was noticeably lacking on one layout and highlighted (low light-ed?) the necessity of good lighting to attract interest. A very nice touch on a couple of layouts was the matching shirts worn by the operators, which presented a very professional appearance. My personal favourite was 'Crafton' based on Grafton in NSW, although 'Broadford' and 'Kyneton' were both very good.

In the foyer was plenty of evidence, including video coverage, of the recent visit to Melbourne by a REAL locomotive, 'Flying Scotsman'. Fair made me drool, it did! Now if only Telecom had timed that course a little earlier!!

Also in the foyer was a group of modellers demonstrating their skills. Inside the main hall was a demonstration with a difference, that of a layout under construction. While I was there (on the first of the four days), the partly

finished baseboard 'skeletons' were set up, but I gather from the sheets of plastic covering the carpeted floor that the scenic materials were going to be flying thick and fast once they warmed to their task.

As an added bonus to attending the Exhibition, I was lucky enough to meet Norm Read (the Federal Registrar) just as I was about to leave. Unfortunately, due to time constraints (I barely made the plane in the finish as it was!), we could only talk for a short while, but it was interesting to talk with people from "t'other side of the fence". There were some favourable comments on the content of The Branchline and interest expressed in the progress (or otherwise) of our new Clubrooms building. All in all, a very enjoyable afternoon. Thank you, AMRA (Victorian Branch) and Telecom!

I have left my copy of the Exhibition Guide and Voting Slip on the Noticeboard at Meltham for anyone who may be interested.

John Martin

Editor's Scrapbox

Clangers located in the last issue of The Branchline, include the following:

Describing Doris Nelson as a 'jumberjill' - I invented a new word - of course, I meant lumberjill. Can't even claim that 'j' is next to 'l' on the typewriter keyboard! But I do like the ring of jumberjill!

There may have been others!

This issue of The Branchline is a little later than usual - you noticed? Usually, we publish in the last week of the odd numbered months but in the past couple of years, this has been coinciding with the timetable for the publication of Journal. This has come about since Journal went from four times a year to six a year. The end result is that WA members often get both Journal and The Branchline on the same day (or just a few days apart) and then go through a drought period of two months before the whole thing repeats itself! In an attempt to break this 'nexus' and to plan the publication dates of The Branchline around an overseas holiday of seven weeks' duration that I will be taking later in the year, I am deliberately 'slipping' the publication dates by a couple of weeks for the rest of this year. On present planning, these dates (and the deadlines for contributions) are as follows:

<u>Issue</u>	<u>Deadline</u>	<u>Publication Date</u>	<u>Delivery to Perth Addresses</u>
June	5 June	14 June	16 June
August	31 July	12 August	15 August
October	11 October	21 October	24 October
December	4 December	13 December	15 December

I had a letter recently from John Neville, one of our members, whose friend Robert Goodman had passed away in Albany last September, and had bequeathed his model railway layout to the Town of Albany. The principal of the accounting firm handling the administration of the estate is one Barry Bickford, a prototype and model railway enthusiast, and he has come up with the idea, which he has 'sold' to the Albany Town Council, that this layout should be made into an exhibition model railway, much like the ones seen at British seaside resorts, to be housed in the old railway station building in Albany. Barry advertised

in the local newspaper about his idea and seeking recruits with railway modelling skills to assist him in this project. The net effect is, I understand, that over 20 people responded. Each was unknown to the others! Barry has convened a planning meeting to organise this project among these volunteers and as a by-product of this, they have formed the Albany Model Railway Association. We wish them well with the project and with their club in the future. If any member staying in Albany would like to help with this project in the next month or so, they should contact Barry Bickford at his work number 098 41 3736.

Had a call recently from Garry Coomb (who although not a member of AMRA has contributed to The Branchline in the past and in this issue) - we got talking about various things and he told me that he is attempting to drum up interest among modellers of the US prototype who live south of the Swan River and generally west of the Canning (although this latter geographic line is not too pedantically applied). If you would like to be among kindred souls, give Garry a 'bell' on 354 2089 (ah).

We've received an invitation from the Stirling Philatelic Society to participate with them at their regular monthly meeting on 24 May, when they're having a 'Railway Night'. Their members will be putting on a display of a railway nature and they have asked AMRA members to display 'some of their models'. Unfortunately this coincides with one of the scheduled Branch meeting nights - actually, not a 'meeting', but a gathering dedicated to Exhibition preparations - so we have had to decline the invitation officially. If, however, any AMRA member would like to be involved with this one, the place is the Anglican Parish Centre in Brompton Road, Wembley Downs and the time is 7.45 pm on 24 May. The Secretary of the Stirling Philatelic Society is Mr G N Elliott, who will no doubt give more details if phoned on 446 4794.

Another one where a member of AMRA may wish to get involved. We had a call from an Ian Stagles of 8 Fairlight Rise, Kallaroo, who wants some help with the construction of a model railway for an intellectually handicapped child. He has an amount of Hornby and Lima gear already, and envisages a layout in a corner location, measuring perhaps 2.5 m x 1.5 m. He is prepared to pay for any help given. If you are interested, phone him on 307 5172 (H) or 409 8333 (W).

No more 'Old Iron' at the moment, thank you! Remember the advertisement in the December issue of The Branchline for unwanted chassis bits and pieces from old Airfix mineral wagon kits. Well, I've been inundated with bits and pieces from Gus Durham, Kevin Derrick and Ted Thoday. And I have even had a large quantity of 'any old iron' from a former NSW Branch member of AMRA (Les Fordham) who recently moved to South Australia and in packing up, found just what I had been wanting! Les had read about my needs in the last issue of Journal, where John Harry had (very sensibly) reprinted my advertisement from the December issue of The Branchline. Thanks, John and Les. It just goes to show how friendly AMRA members can be to each other. Net effect is that I now have enough gear to make another 14 of the sort of wagon that I described in my original advertisement - if only I had the time though to complete them!

New Clubrooms

WE NOW HAVE A STRUCTURE ON MOOJEBING RESERVE WHICH IS LOOKING LIKE OUR NEW CLUBROOMS! (No, not just a site shed)

Work on our site is well under way, and at this date, 7 April, we have a floor, most of the steel frame erected (only the roof purlins are awaited - due apparently to a shortage of steel!) and the brickwork is approaching 50% completion. The walls should be finished by about 17 April, and then electrical and plumbing work can be done. Quotes have been called for roofing and insulation and, if we can obtain materials (which are also in short supply), we could have a roof in place about the third week of April - well, perhaps a week later!

We will need some carpentry work done and there are the ceilings to be fixed. Any members who can do this work can obtain unpaid employment with us! We will also need painters and tilers, both wall and floor, in the near future, so line up and sign on!!

We will also need some money! Please buy a book of the Club's raffle tickets (see letter from Ted Thoday in the Exhibition Pack, enclosed with this issue of The Branchline sent to members) and sell some to your friends to help us get the rest of the money needed to complete the building and surrounds.

Thanks to all who have helped so far and forward thanks to those who will be helping in the future - that includes YOU AND YOU and YOU!! Please come and have a look at our new building, which will be the envy of many clubs and groups.

Alan Porter has spent many hours at the site with his trusty video camera to record the various stages of the construction, and I am sure that we shall see a very informative and interesting tape at a later date. Thanks, Alan, for your efforts and also your company and comments during your visits to site - we seem to arrive on site at the same time on many occasions!

Barry Keens
Project Manager

Library Notes

The bad news first! Library fees have been increased and it will now cost you 50¢ to borrow a book or a box of magazines for a period of four weeks.

The good news next! With the extra funds generated, we hope to be able to purchase selected books on modelling to improve our reference facilities and to obtain more current magazines. Please keep borrowing, as this is still a small price to pay for the service offered.

We are trying out a new system of listing the magazines in the Library which will, we hope, enable us to produce a catalogue of magazine holdings over several issues of The Branchline in the near future.

We have a good quantity of magazines for sale and this will be your last chance to buy them before the Exhibition, when we will offer them to the public.

I could fill a page with new additions, but will let you find out for yourselves on your next visit. Ted Thoday has donated a copy of his reference book on model railway drawings, which is well worth looking at. (It cannot be removed from the Library - it is a follow-on from the model railway drawings listings in S A Leleux's 'An Index to Railway Model Drawings' and its supplement and those in the Model Railway Construc-

tor Special No 7 - Model Drawings Reference Book. Both of these are in the Library and Ted's treatise continues the listings in the same magazines covered beyond the years that these two works finish at, as well as covering some other magazines which had not been covered by the other two references. Please note that the drawings indexed in Ted's treatise are those in magazines published in Britain and are therefore predominantly British railway items, although there's a sprinkling of foreign stuff from Continental Modeller listings. How about the North American and the European modellers doing something about indexing the drawings of the railway items of their prototype interest that have appeared in the relevant magazines? The Aussie modellers are okay - Australian Model Railway Magazine has recently produced its own 25-year index of drawings, etc, published in that magazine.)

Good reading.

Barry Keens
Branch Librarian

A Cautionary Tale

Derrick Enterprises sells silicone grease, which is great for gear lubrication. AMRA (WA Branch Inc) sells PVA glue, which is great for sticking things together.

Now normally the only thing these two items have in common is that they are both white. However, if they are both kept in syringes, for ease of use, the plot thickens. Enter a sibling who requires some glue for a School project and Dad's not home. No problem, the glue is in a syringe on the layout.

Sometime later, when Dad arrives home, he is quizzed - 'How long does it take for this glue to dry? We used it ages ago!'. You guessed it! Dad now has an empty grease syringe and sibling had a devil of a job getting glue to stick to a greasy surface.

The moral of the story is, either lock up your layout when you're not around OR label your syringes. You have been warned!

John Martin

Program

JUNE

2 Fri Setting up the Exhibition

Most of us have vivid and pleasant memories of such Fridays (Exhibition 'eve), so pitch in and pull your weight, either at the Showgrounds or as a member of the loading and transport team, shifting our gear from Meltham to the venue.

3 Sat)

4 Sun)

5 Mon)

Model Railway Exhibition

As many volunteers as possible required on the rosters to even out the load on the 'few' see the roster form enclosed in the Exhibition Pack for members enclosed within the envelope.

Apart from helping out on the day at the venue, we'll require some help after we shut the doors on the Exhibition, to clean up the Hall and to load up all the gear to come back to the Clubrooms - perhaps, it will be to the NEW Clubrooms.

10 Sat General Club Activities

Today we sort out what from which, if we can find where it was dumped late on Monday evening! Check at Meltham where we've dumped the

gear though! - it may be at the NEW Clubrooms.

14 Wed General Club Activities

On these occasions, you will be able to do as much as you like, at Meltham - the Haltwhistle layout requires work to be done on it, as does the Colorado and Pacific Railroad (9 mm gauge), the Library will generally be open for you to browse or to borrow from (or to help make some more storage boxes) and there will be other railway enthusiasts (model and prototype) to chat to and to ask questions of.

19 Mon Exhibition Post Mortem

Well, we all enjoy this one - finding out how we did, was it all worthwhile, could we have done better and what should we do next time round! Come along and have your say, but don't expect to get a good hearing if you've had nothing to do with helping to run the Exhibition!

24 Sat Beginner's Guide to Landscaping, Part 1

This is a bit of a mystery; hopefully, some 'planners' will be able to explain it in due course

28 Wed Slide Night

It's a long time (including several holidays) since we last saw some members' slides - with luck, there might even be some new ones around - don't be shy, we might prefer yours to ours!!

JULY

3	Mon	Model Locomotive Building Tips
8	Sat	General Club Activities
12	Wed	Auction
17	Mon	General Club Activities
22	Sat	Beginner's Guide to Landscaping - Part 2
26	Wed	General Club Activities
31	Mon	General Club Activities

All meetings are held in the Branch Clubrooms, which are on Meltham Station, unless otherwise stated in the Notes. The times of the meetings are as follows:

Mondays and Wednesdays	8 pm
Saturdays	2 pm

The rooms will be open at least 15 minutes earlier than these times (if the Duty Committeeman remembers!). Visitors are always welcome - just introduce yourself to the Duty Committeeman and he will make you 'feel at home' by showing you the facilities and by introducing you to some of the members.

Members' fees at meetings:

Senior members - 50¢
Student members - 25¢

This covers tea or coffee or cocoa and biscuit. Cool drinks are available at a modest charge from the refrigerator. No fee for visitors - unless they come too often without joining up!

IT'll Be Alright On the Day, I Hope!

Any of the members who have watched the video 'Another Lineside Look at Model Railways' will have admired the layout 'Petherick' by Barry Norman. Watching him demonstrating how to 'make' grass seemed easy enough.

Having retained a quantity of the old type hairy carpet underlay when recarpeting, it seemed an easy exercise to bleach it as recommended. Two applications later, the second with undiluted bleach, the underlay dried virtually the same shade that it went in!

Tore it into little pieces and stuck it down all over the embankment. When dry, I pulled seven-eighths of the hair away and painted it to the colour mix as per Barry Norman.

Somehow, it doesn't look the same as the video. All I have is a scruffy brown hairy mess with a slight green tinge.

Tried doing the short grass - thin coat of PVA, dyed lint stuck face down, left to dry. Upon curing, pulled gently, 80% great, remaining 20% non-existent, as main sub-base now clinging to lint which is in my right hand.

Two attempts later, have decided to revert back to original method of gluing lint as a sheet to sub-structure.

Painted the lint same colour as long grass, but appears totally different (unlike video, where long and short grasses similar in colour).

Although to date, far from impressed with overall appearance, will persevere and hope the module will be finished enough to let my colleagues at AMRA view my 'Yeti' section where I hope it will be exhibited as an extension to my existing terminus. Promise not to laugh.

Petherick is built to 4 mm scale, my layout is 7 mm narrow gauge, so extra roughness of grass is acceptable - at least, that's my excuse.

John White

Have You Seen?

IN THE MODEL RAILWAY PRESS

Model Railways

January: A light-hearted look at the fictitious Protoscale Society. Construction review of the MTK kit for BR's new Class 91 Electra - the article gives some prototype information and photographs. Camera and Comment looks at the GWR 2-8-0s and the empty mineral train. The Drefor Railway is an 009 narrow gauge exhibition layout to 4 mm scale with excellent scenic treatment and some candid views on some commonly used scenic materials. Model Railways has obviously been reading The Branchline (!), for On Being Bitten by the Bug is a How I got Started in the Hobby article spread over two months and describing one man's 40 years in the hobby. A photo essay covering the ex-Southern CCT and PMV vans now used as Departmental Vans. Photo News looks at a three-car DEMU and a PAA covered sand hopper - both in colour. Compensating 3 mm scale locomotives - techniques probably applicable also to 4 mm scale. Extensive coverage of Vic Green's latest masterpiece, a 7 mm scale Stanier 8F. Minden signal box, a 4 mm scale model which won a Bronze Medal at the last Model Engineering Exhibition - its construction is described. Goods Arrival looks at Ratio's N scale models of an engine shed and platform canopy, Bilteezi sheets new additions and a new casting resin which is said to be odourless and fast-setting.

February: Alternative Baseboards - this is one of those simple but extremely effective methods of joining and supporting layout baseboards that you are left wondering why no-one thought of it before (could become the industry standard). A review of Noch Instant Scenics cameos which come fully painted and grassed - most useful for that odd corner, etc. Camera and Comment looks at a couple of weary and dirty work horses, an LNER 04/8 2-8-0 and a J27 0-6-0 both in colour. The George Norton etched metal kit for the LNWR Cauliflower 0-6-0 built and reviewed. Another pictorial essay covering Departmental Vans, this one looking at Maunsell van DS795 - useful weathering inspiration here! Bitten by the Bug, Part 2,

with a look at the author's extensive layout. Drawings, photograph and prototype information on LNWR glass wagon to Dia 42, together with a description of building one 'from scratch'. Penthaven Bridge, a GWR layout, previously described in the May 1988 issue, has its top class scenic modelling examined in detail. Review of diesel bogie kits supplied by Tru-Scale Models. Gauge 0 Review looks at some of the many latest 7 mm scale product arrivals and reviews the K&L turnouts. Some conversions of the Keil-Kraft of modern image road trucks (the six units in this range are the Volvo F12, DAF 2800, Ford Transcontinental, Mercedes 2238S, Peterbilt 354 Conventional, Kenworth Aerodyne Conventional and Foden Haulmaster eight-wheel rigid tipper). More on the superb 7 mm scale Stanier 8F by Vic Green and his general experience of scratchbuilding for customers. Goods Arrival goes into the assembly of the Ratio N scale station building.

March: Hand painted back scenes - how to do them. Previews of the Graham Farish N scale Class 47, MkII (TSO) and MkII (FO) coaches in NSE livery, the Hornby Princess and authentic English buildings, as well as Lima's pre-production model of the BR Class 31. A mainly pictorial look at ex-SR 25 ton brake vans, with ample prototype information. Camera and Comment looks at the GWR at Old Oak Common. Crystal Springs, an American N scale layout. MR/Met shunter's truck, drawings and prototype information. Port Warren, an O scale dock railway. The Nu-Cast 2 mm scale NER P2/3 loco kit constructed and reviewed. A Caley Coaches Caledonian Railways coach kit constructed and reviewed. Detailing the new Lima BR Class 40/12 locomotives. Goods Arrival looks at the Lima BR Class 31, six new locomotive releases (BR Classes 40, 47 and 50 variants), London Transport livery paints, Tiny Signs travel posters, Gauge 0 pointwork, Railmatch paints and a Kibri thatched house kit.

Railway Modeller

February: Railway of the Month looks at Carstairs Junction, a modern image 4 mm scale 16.5 mm gauge layout based on Carstairs on the WCML in Scotland and paying due attention to prototype operations. Sleeper-built lineside features modelled in 4 mm scale (fences, foot crossings, coaling stage). Scratchbuilding of concrete shelters. A very nice fine scale OO layout, based on Narbeth in west Wales and built by the Cardiff 4 mm Group. Arquebus, a contractor's locomotive modelled in 30 mm to the foot scale (about 1/10th scale) using plywood and running on G gauge track. Modelling a GER Adams Ironclad 4-4-0 in 7 mm scale - these 1877 engines had only screw operated hand brakes! Drawings, photographs and prototype information on the LMS Royal Scot 4-6-0s as built. Consideration of the BR Railfreight vans, with information on the FAT-19 suspension (drawing and photograph) and how to modify the Hornby model of the VEA Vanwide to the VMW, VWV (T) and the VWV (S) variants. Feature on Festiniog Railway wagons, built to 5½ mm scale from styrene sheet and tinplate, etc, with photos in colour and black and white. The South Devon Railway modelled in 1:120 scale. More on the Blair Atholl layout featured in the January issue of Railway Modeller - this time looking at the rolling stock and operation on the layout (the latter is very interesting. Prototype information, photograph and drawings of the Highland Railway Small Ben 4-4-0 locomotives. The Tidmeric Light Railway of the Twickenham and District MRC

(0-16.5) has an interesting use of coreless motors for driving points as a replacement for worn out H&Ms. Plan of the Month gives sketches of St Ives, Helston, Bude, Callington, Princetown, Yealmpton, Kingsbridge, Ashburton and Seaton layouts - all GWR and SR stations in Cornwall and Devon any of which could provide an inspiration for a layout or a freelance design could be derived from the best of each!

March: Ramsfield, a fictional modern image 4 mm scale 16.5 mm gauge layout based on a fictional location in the West Riding of Yorkshire and built to finescale standards by the Pontefract MRC - it captures the time and character of its imaginary location well. Building a train of hopper wagons using R-T-R vehicles and kits, with weathering and real loads. Detailing the Hornby streamlined Coronation class locomotive. Part 1 of a two-part series on building fully detailed stations and platforms - this one deals with the aims and objectives of the work, the research, the dimensions and surfaces found on the prototype and a look at Royston Junction as a model. Back to the Roots shows how legal access can be obtained (in Britain) to a closed station, now used as a private residence, and the wealth of information on a prototype station that can be turned up with a bit of 'research'. Another West Riding modern image layout, this one also finescale OO using Code 75 bullhead and featuring overhead catenary - although not as well covered photographically, Calder Bridge is of similar excellent quality to Ramsfield above. Another West Riding layout, smaller this one and steam era; it's Laisterwaite and features an ex LNWR/ex NER joint station. Making NER signals work in 4 mm scale - although dealing with the construction of the D&S etched metal kit for the slotted post of the NER, there are some useful hints on operating mechanisms which apply to other semaphore types. Faced with a track record of much procrastination in the past, Keith Mumby challenged himself to build a 3' x 1' layout in OO in 24 hours flat - and succeeded! He tells you how!! Whew!! West Midland 1988 is a 4 mm scale OO layout based on a number of favours layouts built by the late Edward Beal and is a memorial to him as well: there's plenty of examples of clever application of proprietary equipment here. The Cedar Valley Line, an OO layout based on the GWR at a fictitious location near to Swindon based on a 17' x 10' loft conversion and using superdetailed OO gear. Junior Modeller looks at two school layouts, in colour, and shows that there's great prospects for the next generation. The very attractive Cornish station of Perranweel modelled. Fourth article on building a model of Rowsley - this one deals with the MR coaling stage. A 7 mm scale 0-16.5 industrial narrow gauge line contained mostly in a 40" x 15" drawer (!). Another small layout, 9' x 2', built as a first layout and based loosely on somewhere in eastern England. Drawings, prototype information and photograph of the Barry Railway's Class F 0-6-OST. New Buxton, a half real/half imaginary Buxton on the Peak District, modelled in OO and modern image again, giving lots of scope for plenty of modern diesels stabled at the MPD; nice modelling in a 12' x 3' space. Two excellent photographs of Aberystwyth in the mid to late 50s. Full information, photographs and track diagram of the Kilmersdon Colliery incline near Radstock, where loaded wagons haul the empties up a height of about 60' on a 1 in 8 slope - interesting and unusual prototype to model. Third report on the new products proposed for 1988 - the other two were in the January and February issues.

April: Dawarton, a compact 4 mm scale layout 16' x 2'3" built with K&L Finescale chaired track, depicting a predominantly NER style terminus - excellent scenery, especially the warehouse and the other scratchbuilt railway buildings using Das for texturing. Drawings, photographs and prototype information on the SR Bulleid Light Pacific locomotives, followed by an article on building a Ravenscale etched metal kit of the SR West Country on a Kemilway etched metal chassis kit - lots of snags encountered! More on Rowsley, this time building a couple of MR railway cottages, drawings of two different types and several photographs to assist model making. Modifying the Hornby model of the LMS Black Five to the Caprotti variant using a Crowline detailing kit. Information on Engineer's Inspection Coaches. Progress pictorial and textual essay on the Model Railway Club's N scale layout depicting Copenhagen fields, just out of Kings Cross on the ECML; so far, after nearly six years, they've done an area 2.2 m x 2.9 m (and they've done it well too) with another 3.1 mm x 3.9 mm section yet to come - TREMENDOUS example of what you can do in N scale with lots of space! Leeway Park, an exhibition style, modern image junction modelled in 4 mm scale in a space of 6.135 m x 2.14 m (that's 20' x 7'6" for slow learners) - no station there, just a junction out in the country. Modelling the BR 150/2 DMU Sprinter in N scale using Farish body shells and Bachmann F9 bogies. More branch line terminus diagrams in sketch form from Dorset, Hampshire and the Isle of Wight (Lyne Regis, Swanage, Lymington Pier, Hayling Island, Ventnor and

Bembridge), the Mendips and Cotswolds (Burnham-on-Sea, Nailsworth, Stroud, Tetbury and Cirencester) and the Home Counties and the Chilterns (Watlington), Marlow, Croxley Green, Buntingford and Westerham). Part 2 of the article on modelling station platforms properly, with correct slopes, paving, edging stones, etc. More promises for 1989 in the British Toy and Hobby Fair report - the Hornby semi-detached villas look interesting.

Model Railway Journal

No 26: Article on the LNWR Webb Teutonic class 2-2-2-0 compound locomotives, 11 pages with five prototype photographs, eight photographs of a 7 mm scale model built, a general outline drawing and 13 sketches of various detail parts, as well as a very good text covering the prototype and the building of the model. Information and photographs on two different types of L & YR break vans and scratchbuilding a model of each in 7 mm scale, including use of real glass for glazing. Also, a quick review of the D&S etched metal kit of another type of LYR break van. Information, including drawings and photographs of the six Pullman cars on the LMS used in Scotland and their careers after purchase by the LMS as unclassified restaurant cars. Clocks at railway stations - a study of a number of examples useful for modelling purposes. Four terrific photographs of Tamerig Central, a 4 mm/00 layout based on LMS practice which is over 20 years old, but still up to current standards - great canal side scene included. Guy Williams goes into GWR 4000 gallon tenders and how to model them WELL, including brake and water pick-up gear. Critical analysis of the pentroller, a Pendon designed electronic controller for the Portescap motor. More from Bob Essery supplementing his previous articles on track work in MRJ Issues 22 and 23. Eight photographs and a site plan of a magnificent dead scale 4 mm layout (which means it's more correct

than S4) located in New Zealand - after 20 years, the owner has laid 850' of track depicting the four-track main line of the LMS in Triang Cutting north of Watfor, absolutely superb. Letter setting out a method of cutting back to size the oversized R-T-R private owner wagons of Airfix, Mainline, Dapol and Replica.

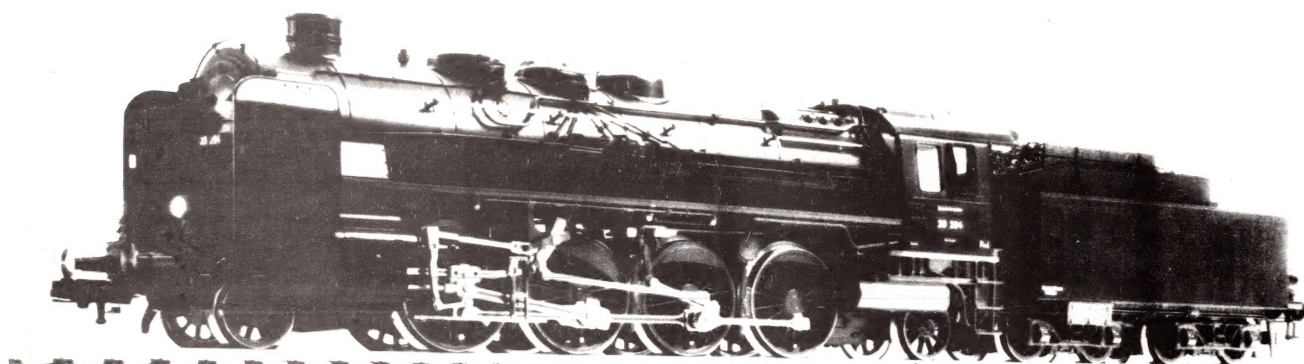
No 27: Article by Frank Dyer, telling the story of Borchester, his famous 00 layout, which surprisingly measures up well to the standard of the other layouts normally covered in MRJ - it must be something to do with the quality of the running, for which Frank Dyer is somewhat of a martinet to any team helping him to run his layout at an exhibition. Modification of the Wills cast iron urinal kit to a smaller version with different modesty walls. The first of a new series, titled Structures Worth Modelling, has a useful sketch of a small pub in North Shields, Tyneside. A novel approach to the problem of fiddle yards on out and back type layouts and a method of avoiding handling the stock when reversing the trains; this one has a fiddle box and train and loco cassettes - full details and working drawings for construction of the whole thing are given. Some more photographs of the incredible New Zealand layout described in Issue No 26.

Scale Model Trains

December: What's New reviews the Lead Sled cast metal kit of a 1940s Austin 10 hp utility truck. Full details on the standard MR asbestos cement hut. A look at the introduction of Hornby Dublo 50 years ago, with a facsimile of the very first advertisement which appeared in Meccano Magazine in September 1938, also a later double page spread from the September 1939 issue when war clouds were a-gathering. Description of how a modeller runs a three-rail Hornby Dublo layout to timetable (and has lots of fun and mental stimulus). Building a small warehouse, suitable for a feed and seed merchant, from a mixture of Vollmer and Wills kit parts. The story of the Cromford and High Peak Railway in the high Pennines - station layouts, modelling potential and ideas. Detailing the Hornby Class 25 diesel loco.

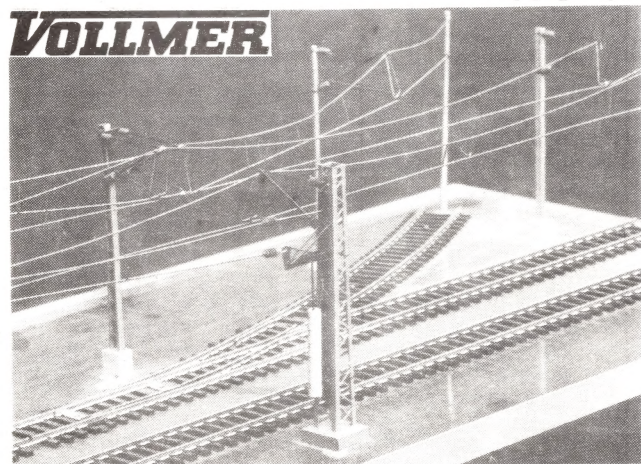
January: Concluding part 3 of the series on the 00 Melbury layout covered in the October and November issues - an overview of the builder's philosophy about Peco track and ballast, baseboard construction methods, buildings and their weathering, terrain and final detailing without going over the top. A suggested layout based on Farringdon, an inner London station with Underground (Met) lines and the Widened Lines used by the Big Four railways - confined location with almost vertical retaining walls make it appropriate for space starved modellers. Detailing Lima's Alco Century C420 diesel loco. A modeller's guide to trackwork - definitions of all the parts, examples of various applications. Making a plate-layer's trolley in O scale. A bit more on the EM1 (Class 76) and EM2 (Class 77) electric locos of BR. A modern fixed distant board and how to model it. Drawings of a Vale of Rheidol second class open coach and of a V of R Vista coach. The seventh part of the series by Malcolm Carlsson about his compact O scale layout (7'2" x 1'6") which covers the small details, such as station waiting shelter, lamp hut, coal order office, coal bins, various timbers on point sleepers, etc. Extracts provided by B E Thoday and A A Porter

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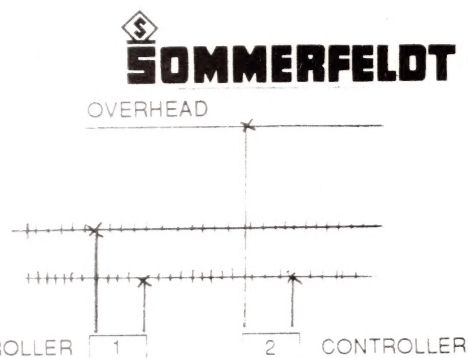


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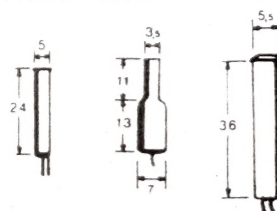


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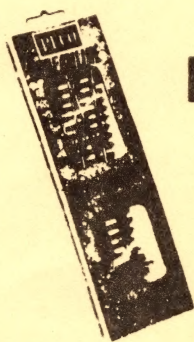


Mayne Control Centre - The 25 000 volt, a.c. super-tension control panel for electric trains.

PECO *STREAMLINE* FINE SCALE

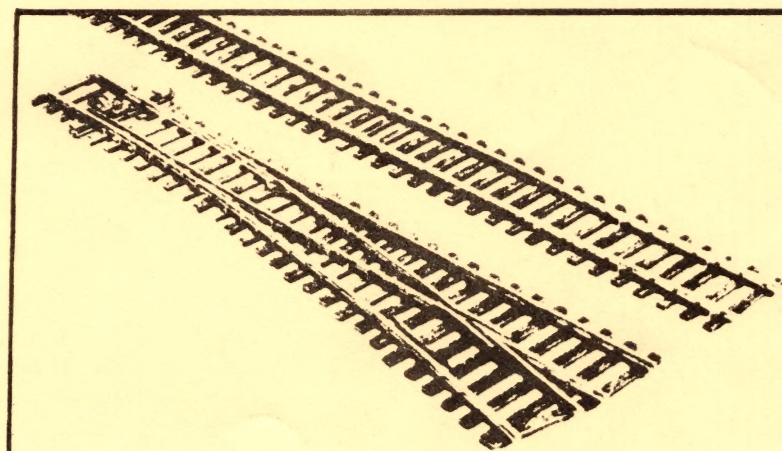
Peco Streamline Finescale — track, turnouts and accessories for the finescale HO/OO enthusiast. Streamline Finescale embodies all the famous features that have become the hallmark of Peco Streamline but incorporates finescale code 75 rail and finer rail fixings. The geometry and sleeper spacing match the Universal series Streamline, enabling it to be used with the existing ballast inlay, etc.

The first two turnouts; medium radius, left and right hand with Electrofrog, are now available, together with wooden sleeper type flexible track and the new joiners necessary for the finer section rail.



Look for the bright yellow packs

In order that you can easily identify this new range alongside Universal Streamline (which will of course still be available), we have designed a completely new packaging style specially for finescale. Look for the new bright yellow packs at your local Peco Stockist now.



SL100F

Finescale flexible track,
nickel silver rail \$ 4.85

SLE195

Finescale R/H medium radius
point, Electrofrog \$16.95

SLE196

Finescale L/H medium radius
point, Electrofrog \$16.95

SL110

Finescale rail joiners,
nickel silver \$ 3.60

SL111

Finescale rail joiners,
insulating \$ 3.60

AN

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